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309 • March 1999

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TakingItEasy

Technology is everywhere these days. A computer programmer announced the availability of his confessional **software for Roman Catholics.** The program, which is password-protected for privacy, asks 104 questions to narrow and focus the particular sins to which the parishioner is confessing, then ranks the sins by gravity in suggesting penance. (guess that would be www.ifuckedup.com.)

The restaurant business can be risky. A waiter was charged with assault for **stabbing a fellow waiter with a butter knife** who had taken a hot potato off one of his trays instead of waiting until a chef gave him his own potato. (I think I had that waiter once.)

From our "Your Tax Dollars at Work" Dept.: A Washington, D.C., TV station aired a story on a bureaucrat's complaint that his bosses had refused to give him more than three day's work in the last eight years, **despite a $90,000 salary.** The station videotaped him at work reading, napping, and playing computer games. (What a pisser!)

The guy was on probation for a DUI that had caused a death but decided that a drink was exactly what he needed so he stopped in at a local bar and shouted, **"I'm here to get drunk."** Unfortunately, the prosecutor who convicted him was in the next booth. (Doh!)

While we're on the subject of drunk driving, a man in Australia was charged for **riding two camels while drunk** (he musta had one helluva wide leg span).

Here's our Goofy Crook of the Month: A man accidentally **shot himself to death** while pistol-whipping the manager of a computer store he was robbing. (He should also get the stupid shit of the month award.)

Another "Accidents Will Happen" incident: He lost his balance and **fell to his death** from a 64-foot water tower on which he had just finished painting the words "No Fear." (Yeah, fear *this,* ya nimrod.)

Now get this. He made himself a $50 counterfeit bill and went to a store to pass it off. When the cashier saw that it had a picture of Andrew Jackson (the $20 bill man) on it, he tried to talk the dude out of it, but **the counterfeiter insisted.** As you can imagine, the crook was in the slammer by nightfall.

His buddies decided he should be given a stag party to celebrate the last night of bachelorhood. So they ordered the usual cake-with-a-girl-inside. When the time came for the girl to pop out (nude, of course), they waited ... and waited ... and waited. Finally, they decided to find out what was going on inside the cake—if, in fact, the girl was there at all. So they sliced it open and out fell the girl—dead! She accidentally **strangled herself while trying to remove her bra** inside the cake. (See, girls, bras will kill ya ... better take 'em off!)

From our "Useless Helmets" Dept: Winters have been particularly harsh in the area of the Prudhoe Bay Haul Road in Alaska, which has made food for the bears somewhat scarce. So the black and brown bear attacks on humans have not only increased, but the bears have been eating people. The best they can tell from sketchy evidence is that the last biker who went down on the Haul Road was actually **run down by a bear** and slapped off his bike. The only body part recovered for identification was his head, which was still inside the full-face helmet. It seems that the sound of a finely tuned motorcycle has become a dinner bell for the bears. It's also apparent that the helmets don't do you much good in cases like this.

Gotta love this one. A Danish biker who had been very devoted to his father decided to give him a "last hurrah" ride. When the 86-year-old father died, his son asked the hospital staff if he could be left alone with him for a while. **He dressed the rigid corpse in leather gear, boots, a helmet, and dark sunglasses** and walked it out of the hospital. Then he strapped the body to the seat of his Harley-Davidson and drove around Copenhagen for three hours, visiting his father's favorite watering holes. At one bar he bought two beers and stuck a lit cigar between his dead father's lips. He said he had taken the last ride with his father to have a chat with him and that he felt good about it afterward. (Now that's showin' class.)

Now here's a wild series of events. He decided to commit suicide and wanted to leave nothing to chance. So he stood at the top of a tall cliff and tied a noose around his neck and tied the other end of the rope to a large rock. He then **drank some poison and set fire to his clothes** (sheesh!). He even tried to shoot himself at the last moment. He jumped and fired the pistol. But the bullet missed him completely and cut through the rope above him. Free of the threat of hanging, he plunged into the sea. The sudden dunking extinguished the flames and the icy water made him vomit up the poison. But wait, there's more. The dude was dragged out of the water and saved by a kind fisherman who took him to a hospital where he managed to die of hypothermia (frost bite).

THE COMPANY THAT RAISED CRUISERS TO AN ART FORM IS BACK TO RAISE THE BAR.

It was unlike any motorcycle the world had ever seen. It took styling to new heights. It was the product of one company's philosophy that a motorcycle should move you even when it's standing still. Now it's back to bring in a new era of American motorcycling with a roar. The Excelsior-Henderson™ Super X™ rides again.

MOTORCYCLE HISTORY 101.

In the early 1900s, there were over 250 different makes of American motorcycles rumbling across the country. While most of those brands have long since faded from glory, the name of Excelsior-Henderson

Winners of the 1913 Portland-Seattle Endurance Run.

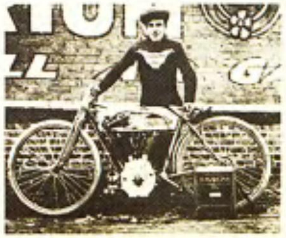
The 1999 Excelsior-Henderson Super X is roaring back with a vengeance.

A TRUE AMERICAN SPIRIT IS REBORN.

In designing a new motorcycle, you couldn't ask for better inspiration than the original Super X. Introduced in 1925 as the first American 45ci twin, it launched a whole new category of cruisers. With its sleek, flowing lines, unmatched its own. Because we're far too driven to rest on our laurels.

A CHIP OFF THE OLD ENGINE BLOCK.

If definitive styling is the soul of an Excelsior-Henderson motorcycle, a groundbreaking engine is its heart. Our all-new 50° X-Twin powerplant springs from a proud lineage of



In 1912, Lee Humiston broke the 100 mph barrier on an Excelsior X.

We've been at rallies all over the U.S. to tell fellow bikers about our comeback and talk

Co-Founders Dave, Jennie and Dan Hanlon pulled over for a photo after leading the '98 Sturgis parade.

about our progress. Now we're proud to offer demo rides at these 1999 events:

Daytona	*Feb. 26–Mar. 7*
Laughlin	*April 22–25*
Belle Plaine, MN (Excelsior-Henderson Annual Mtg.)	*June 5*
Laconia	*June 13–20*
Sturgis	*August 9–15*
Biketoberfest	*Oct. 21–24*

TAKE HISTORY FOR A RIDE.

You don't have to go that far to experience a Super X. Just head to your Excelsior-Henderson dealer.

still blazes in the hearts of thousands of riders and collectors. And with good reason. As one of the "Big 3" manufacturers, Excelsior-Henderson set the

Lindbergh got the urge to fly from his "Big X" (shown at Ford museum).

standard for what makes a truly great motorcycle. From traffic-stopping styling to innovative engineering to flat-out performance. Excelsior-Henderson machines were of such high-caliber they were owned by the likes of Charles Lindbergh and Henry Ford. They were also the choice of law enforcement across the country. After a long line of record-setting motorcycles, the company introduced its best ever—the Super X.

quality and powerful X-Twin™ engine, the Super X was truly in a class by itself.

One glance at the 1999 Super X and you'll see how the spirit of the original lives on. You'll see it in the gleaming forks that punch right through the full valanced fender—a signature Super X feature. It's there in the way the instruments top off a teardrop tank so gracefully curved, it could make a grown man cry. It's there in the low-slung saddle and lustrous two-tone paint. We carried these classic cruiser trademarks forward, forging them into a modern-day machine with a look, sound and attitude all

Built from the ground up, our X-Twin blazes new trails even before you fire it up.

sophisticated engines that raised standards for the entire industry. With four valves and dual overhead cams per cylinder, plus closed loop fuel injection, it's packed with as much American ingenuity as 85 cubic inches will hold. Rev it up and you'll hear its distinctive snarl. Throw

The 1929 Super X defined cruiser styling and inspired our new design.

your leg over the saddle and you'll join a legion of legendary Excelsior-Henderson riders.

FIRE IN THEIR GUTS.

Excelsior-Henderson riders had a burning desire to go faster and farther than anyone before. Men like Lee Humiston, first to break 100 mph. Or Carl Clancy, first to circle the globe. Wells Bennett broke the grueling Three-Flag record (Canada to Mexico) eight times, the cross-country record twice and the 24-hour solo record. Even racing great Joe Petrali earned his fame on Excelsior machines.

STILL BURNING.

The passion for riding still burns at Excelsior-Henderson. We're a grassroots company of die-hard bikers. Our historic nameplate is not something we take lightly. We've gone all out to make sure our motorcycles, accessories and riding gear are fit to be emblazoned with the legendary red "X."

Bikers at Sturgis have welcomed back the Super X as a long-lost brother.

We handpicked our dealerships from the best in America. They have earned a reputation for outstanding value and service. And they share your zeal for life on two wheels. So stop in today and ride the next chapter in motorcycle history.

Accessories with superior fit and finish evoke the glory days of cruising.

MAKE UP FOR LOST TIME.

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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 309 • MARCH 1999

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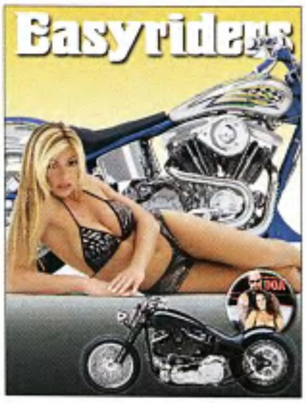

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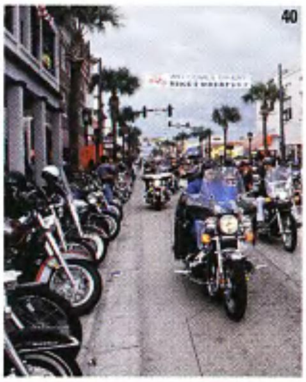

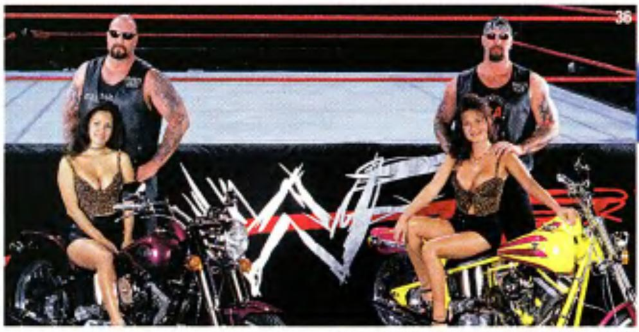

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Cover photo of Jeri Lynn with EgoTripp's Special Construction screamer by Richard Brown; Russ Tom's Black Beauty by Michael Lichter; DOA's "Skull" with Kathy by Markus Cuff. Special effects imaging by Daniel Ferguson

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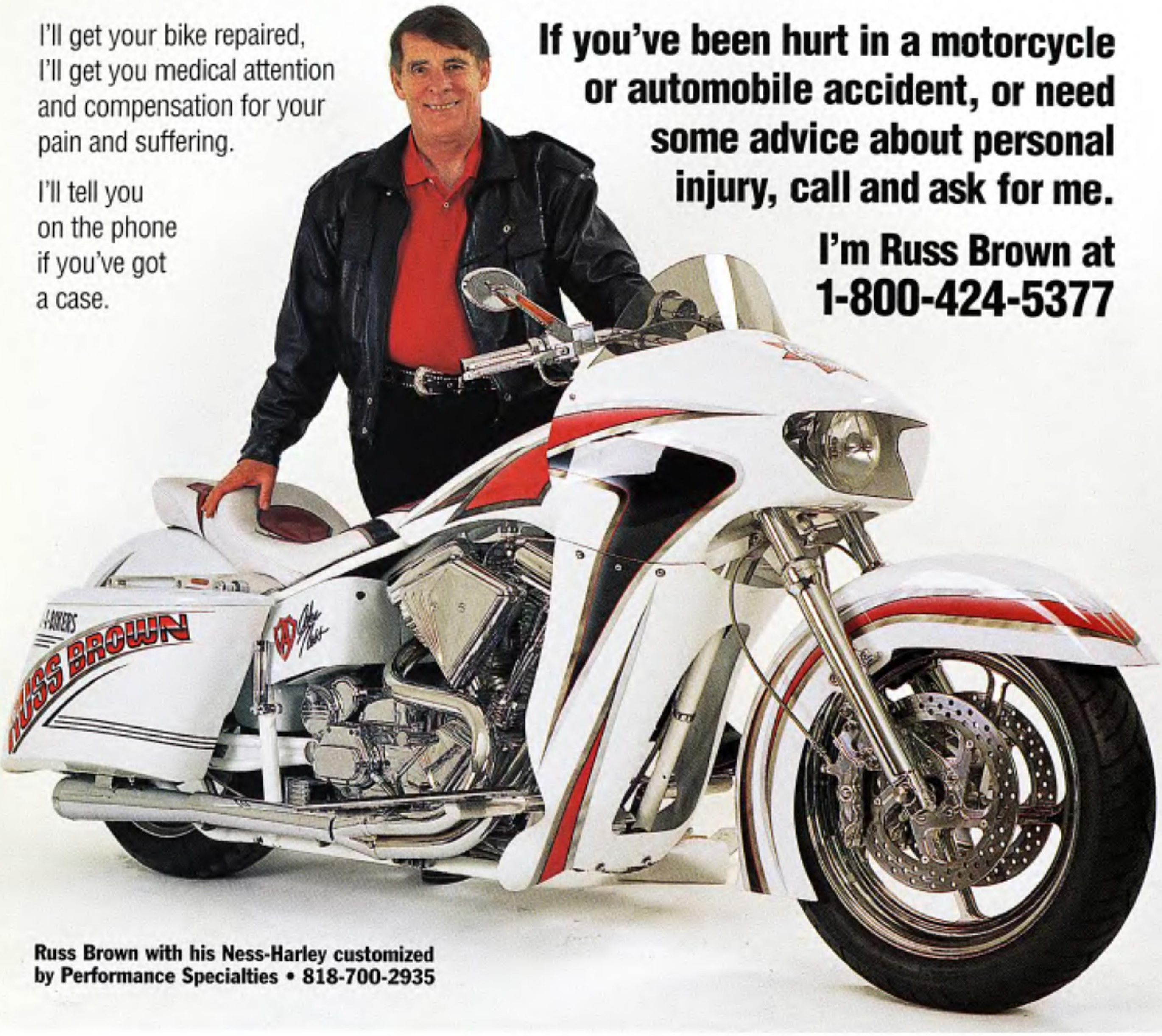
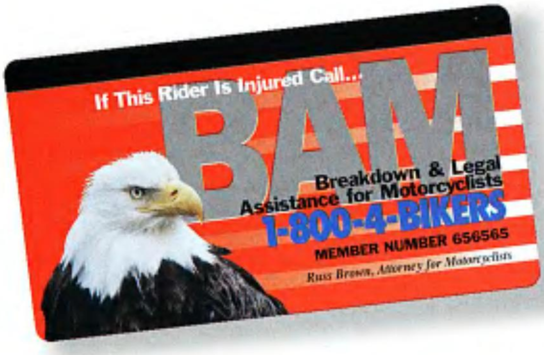


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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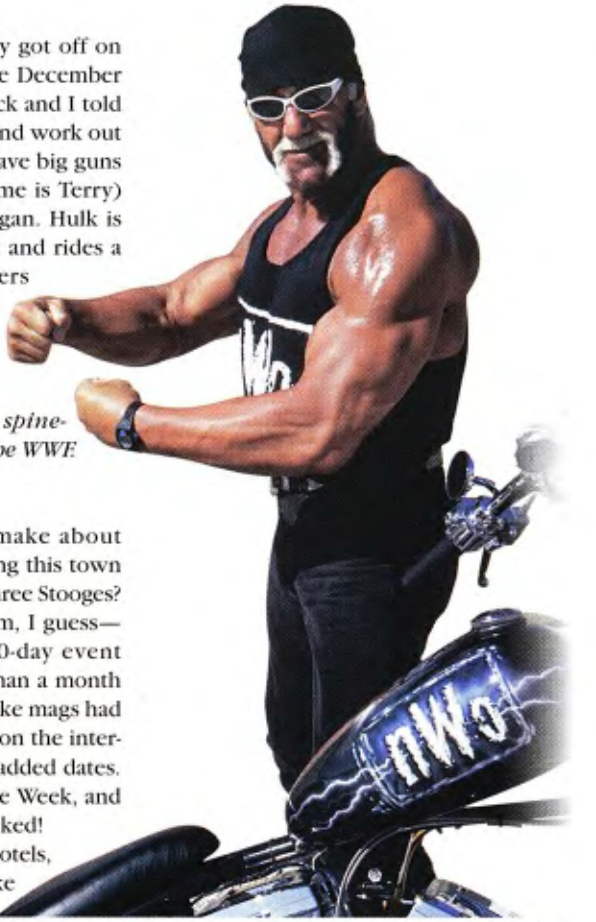


Hulk-A-Maniac

I love Hulk Hogan and really got off on your article about him in the December issue. I met Hulk a while back and I told him I used to eat my cereal and work out just like he said and now I have big guns thanks to Terry (his real name is Terry) the Hulkster Hollywood Hogan. Hulk is better than Andre the Giant and rides a bike too. Any more wrestlers coming up in your rag?

Slammin' Sammy
Costa Mesa, Calif.

Check out page 36 for the spine-snappin' ridin' wrestlers of the WWF.

Daytona Gripes

I have two comments to make about Daytona: First, who is running this town and planning events ... the Three Stooges? They decide—just on a whim, I guess—to make Biketoberfest a 10-day event (which is great), but more than a month is needed to plan it. All the bike mags had only Oct. 22-25 and nothing on the internet to inform people of the added dates. I work Biketoberfest and Bike Week, and the first part of the week sucked!

Second, the businesses (motels, restaurants, bars) love the bike business, right? But how much longer will we put up with fuckin' price gouging? Double or triple the motel rates with a four-day minimum stay. Bars double the price for drinks and beer. Even some food places raise prices.

Here's an idea: If Daytona wants to keep up the price gouging game, I'm sure Ft. Lauderdale or Clearwater would appreciate our business and company.

H.G.
Pompano Beach, Fla.

Hide The Jack

I don't question excessive drinking by the staff, but how much is too much?

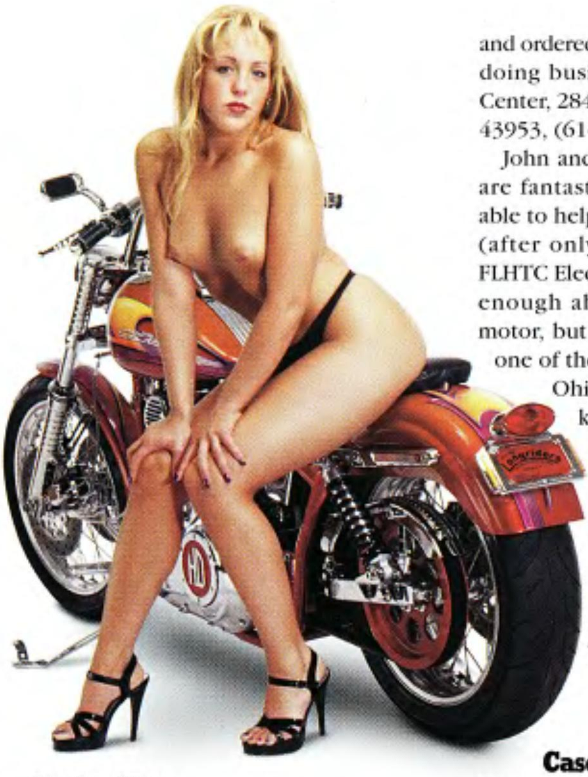
In the November '98 issue, on page 31, Bandit gives a phone number for guys looking for a suicide clutch and jockey shift for Evos. Where in the fuck did you get that number? After trying for days, I finally connected one night. A kid answered. Not only was it not Two Wheelers in Denver or Arlin Fatland, but he never even heard of either of them. I didn't panic. I got the correct phone number for Two Wheelers from Information, but the number was changed or disconnected and, at their request, is unavailable.

On pages 78-82 of the same issue I again found hope with Don Alexander's Evo Rigid. Topnotch bike, Don! It has the shift/clutch setup I've been searching for. Unfortunately, Information has no listing for anything remotely close to the Custom M/C Works you have listed as the fabricator. Does anyone check out the information you list? Does anyone care? Since Arlin Fatland and Don Alexander are also private citizens, I didn't want to bother them at home.

How about you deadbeats taking another run at getting your readers some correct connections for this stuff. I enjoy your rag, Goliath, but be careful or David may move in next door and start a bike magazine.

The Kid
Somewhere

Hey, Kid, cut down on your intake of raw meat and listen up. You can reach Two Wheelers of Denver at (303) 433-0564. Custom Works is at (860) 582-6100.



Perky Nips

Yowsa! I love those sweet perky nips on your nasty li'l gal on page 64 in the December issue. That's what I'm a-talkin' about! No silicone, just hot little pouting pillows of tasty tang. When I saw her crawlin' on all fours in the centerspread I just about busted outta my jeans! The bike weren't bad neither. Gimme more!

Bubba
Jacksonville, Fla.

Thanks

To Joel A. Frank who wrote "The 16th Gear" in the November issue: Thanks for the grins, goose bumps, elation, reality check, fantasy, respect, memories, love and hate, freedom, pride, respect, reflections, and the wondering of what's over the next hill.

You forgot the 17th gear: Fuck, yeah! Raisin pie, bro!!

Cruzer and Magic
Minneapolis, Minn.

Finally Happy In Ohio

After 18 months of being dicked around by a dealership in Ohio, with an owner who decided he didn't want to order me an FLHT Electra Glide Standard because he couldn't make enough profit from it, I retrieved my $2,000 non-refundable deposit (not an easy task) and went elsewhere.

After selling my Shovelhead (to pay for a new bike), going scooterless for two summers and getting screwed by the first dealer, I am extremely happy (doing backflips) because I got in contact with and ordered a bike from John Neidengard, doing business at Neidengard's Cycle Center, 284 Canton Rd., Wintersville, OH 43953, (614) 266-6188

John and his whole crew at the shop are fantastic. Everyone is willing and able to help with your H-D needs. I now (after only 3½ months) own a 1999 FLHTC Electra Glide Standard. I can't say enough about the bike and the new motor, but in reality, this is really about one of the few good dealerships left in Ohio—a dealership that wants to keep you riding whatever the hell you want, not one that's only concerned with keeping its bank account padded.

Hats off to John and his whole crew. Stop in and check them out—it will be worth the trip.

Tony and Clark
Lisbon, Ohio

Case Of The Busted Cases

Your magazine is a godsend. About a week after I read the Tech Tip on page 142 in your December '98 issue, about the problem with Harley's early Evo cases busting, that very thing happened to my 1989 Softail. Thanks to your article, I called John McCloud at Fast Company and shipped my cases off to them. I'm 100 percent satisfied and saved some dinero too. Raisin pie to ya'll.

Glenn Babcock
Eugene, Ore.

For those with similar V-twin ailments, call Fast Company at (425) 828-4130. Also, check the Tech Tip on page 134 in this issue about Fast Co.'s 114-inch monster motor.

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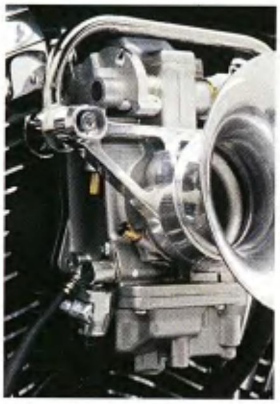
Black.

Beauty.

It's hard to imagine this sawed-off shotgun on wheels as anything but the fine finished form seen at bike shows throughout the Northwest. But it started with a gleam in Russ Tom's eye and a spark of steel wielded by the hand of Steve "The Tin Man" Enticknap at Seattle's Downtown Harley-Davidson. DHD, as it is known in the land of lattes, offers a one-stop custom shop that is rare in all the land. Nowhere else will you find a massive H-D dealership married to such a cutting-edge customizing concept. →

RUSS TOM'S TWO-WHEELED TEMPTRESS

We first viewed the rolling chassis for this bike, sitting under a fine layer of metal dust in a back garage at DHD, looking unassuming, like a Thoroughbred when seen dozing in its stable. The sheet metal was unfinished, the penciled outlines of where the Joker Machine taillight would eventually find a home were evident, and the entire mini-brute



hulk sat quietly, waiting for guidance.

The next time we viewed this dark marvel was on the showroom floor of Downtown Harley, glistening and gleaming by itself, away from the new stock bikes. The black beast seemed stoic in its unique pride, daring all comers to even try to create a look more menacing or wicked.

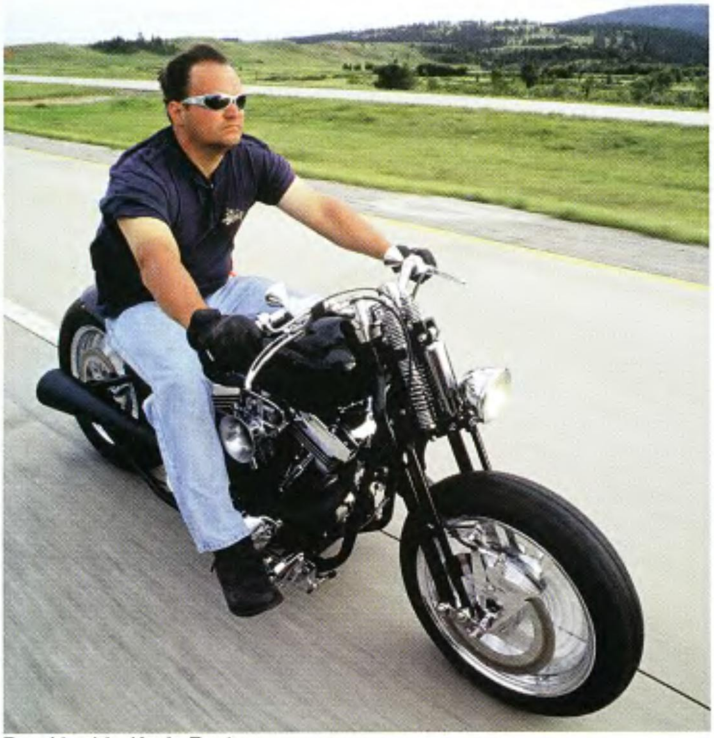
The impetus for this kick-butt phantasm? "I guess I wanted to build something really short, stubby, and all-Harley motor," Russ said, "a bit of the '60-'70s chopper with a '90s flair." We can dig it.

Russ always seems to move in a completely new direction from the customizing herd. When it

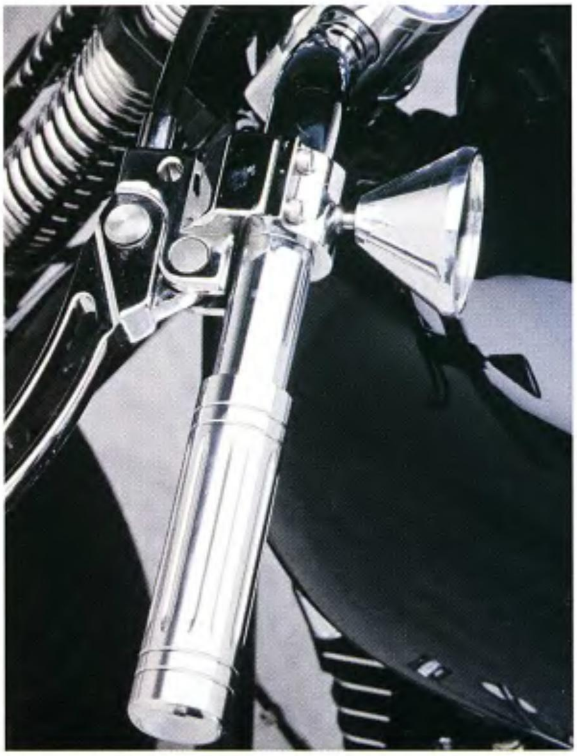
builds long, stretched choppers, he goes super short and stocky. He's the kind of visionary that is always pushing the custom bike envelope well past the sticky part.

This mind-warping wonderbike came together in just 45 days, thanks to the dedicated team at DHD. Once every component had been fitted and refitted time and again to

create a seamless and perfect fit, the scoot was dismantled and sent to Tim Conder for its cloak of midnight paint. Then final details, such as the super slim custom seat by local leather guru Rich's Upholstery and the signature DHD mega-exhaust, were applied with loving care to one black beauty of a ride. →



Russ' buddy, Kevin Bentson



From the Paughco hardtail frame holding the 1997 Evo motor, stretching out to the bad-to-the-bone springer front end and reaching back to the fat 200 Avon, to the exquisite hand-formed tanks and fenders, this bike is an Arabian stallion among other nags of chopperdom. It is no wonder Russ believes that he has the best job in the world, making motorized dreams come true.

—Phantom

Owner: ....Russ Tom
City: ....Seattle, Washington

General
Fabrication: ...Downtown Harley-Davidson
Year/make: ...1998 Special Construction
Model: ....Hardtail
Assembly: ....DHD
Chroming: ....Art Brass Plating

Engine
Year/model: ....1997 Evolution
Rebuilder: ....DHD
Ignition: ....Dyna "S"
Displacement: ....80 cubic inches
Lower end: ....H-D
Pistons: ....Keith Black
Cases: ....H-D
Heads: ....factory
Cam: ....top secret
Carb: ....Mikuni
Pipes: ....DHD
Modifications: .....Boyd stack air cleaner

Frame
Year/type: ....1997 rigid
Builder: ....Paughco
Modifications: ....26-degree rake, shortened 3 inches

Transmission
Year: 1997
Modifications: ....Ness wheel sprocket

Paint
Molding: ....Conder Customs
Painter: ....Tim Conder
Color/type: ....black/House of Kolor
Special paint: ....Tim

Accessories
Bars: ....K&N
Handlebar controls: ....Ness
Fenders: ....DHD
Headlight: ....Custom Chrome
Taillight: ....Joker Machine

Dash: ....none
Pegs: ....JayBrake
Foot controls: CCI
Electrics: ....DHD
Gas tank: ....Fat Katz, DHD
Oil tank: ....H-D
Oil system: ....H-D
Seat: ....Rich's Upholstery
Mirrors: ....JayBrake
Grips: ....DHD

Forks
Type: ....Springer
Builder: ....Paughco
Modifications: ....2 under

Wheels

Front
Type: ....Radial Spoke
Size: 16-inch
Tire: ....Avon
Brake: ....RevTech

Rear
Type: ....Radial Spoke
Size: 16-inch
Tire: ....Avon 200
Brake: ....RevTech

Photos: ....Michael Lichter

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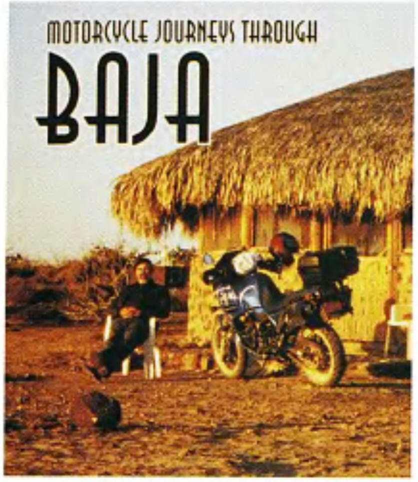
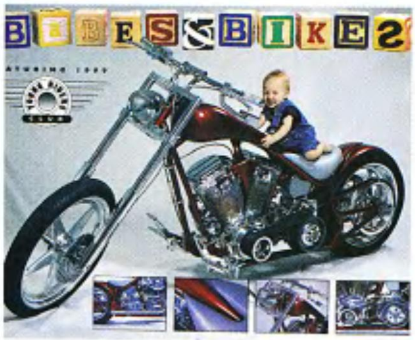


In Search Of Fish Tacos

Clement Salvadori has been writing and riding as one of the country's premier moto-journalists since Hector was a pup (a long damn time). Salvadori loves to explore the area south of the border from Tijuana to Cabo, and this book gives you more than just the best of Baja. It takes you to memorable nooks and crannies, ferreting out truly great motorcycle experiences. Give *Motorcycle Journeys Through Baja* a read. Available from Whitehorse Press: (800) 531-1133; WhitehorsePress@compuserve.com.



Babes & Bikes

OK, so maybe you were expecting the babes to be a little older and look better in bikinis, but this is still a cool calendar. The folks at Young Riders Club have produced a monthly calendar for 1999 featuring the baddest bikes and cutest kids this side o' hell. The cool deal here is that your ol' lady will think this is so darned cute that she won't bitch at ya about the naked girl calendars in the garage anymore. Cool, eh? To order call (602) 404-7673.

Biker Bedding

Now you can keep warm in style with a custom quilt or banner from Quality Quilts and Biker Bedding. Rebecca Jackson creates the cozy quilts, and, as you can see by the furry yellow masterpiece here, she'll do custom orders. All Rebecca's products are machine washable and guaranteed against manufacturing defects for one year. Give Rebecca a holler at (612) 781-7951.

How Low Can You Go?

So you lowered your dresser and now the kickstand makes the bike sit so straight you're afraid the whole behemoth will topple over, right? Well, Drag Specialties and Don Hotop to the rescue. This new kickstand wedge kit will let you change the angle of the dangle at the frame rather than heating, bending, and breaking your chrome kickstand to adjust the lean of your scoot. The kit contains both coarse and fine thread bolts to fit both early- and late-model FLT/FLHT Harleys. Get 'em wherever Drag Specialties products are found.

A Buncha Hogwash

Nobody likes a filthy hog, so clean yours up with this new Hogg Wash total cleaning system. Hogg Wash Concentrate is a wax fortified cleaner made for today's motorcycles. Don't worry, it won't strip wax or leave behind residue. Great for paint, metal, light alloy, chrome, rubber, plastic, and glass. Hogg Wash Kwik-Kleen removes dust and surface crap in seconds. It's the perfect touch-up cleaner. Available at bike shops everywhere and through Cannonball Distributing. Call (602) 993-6390.

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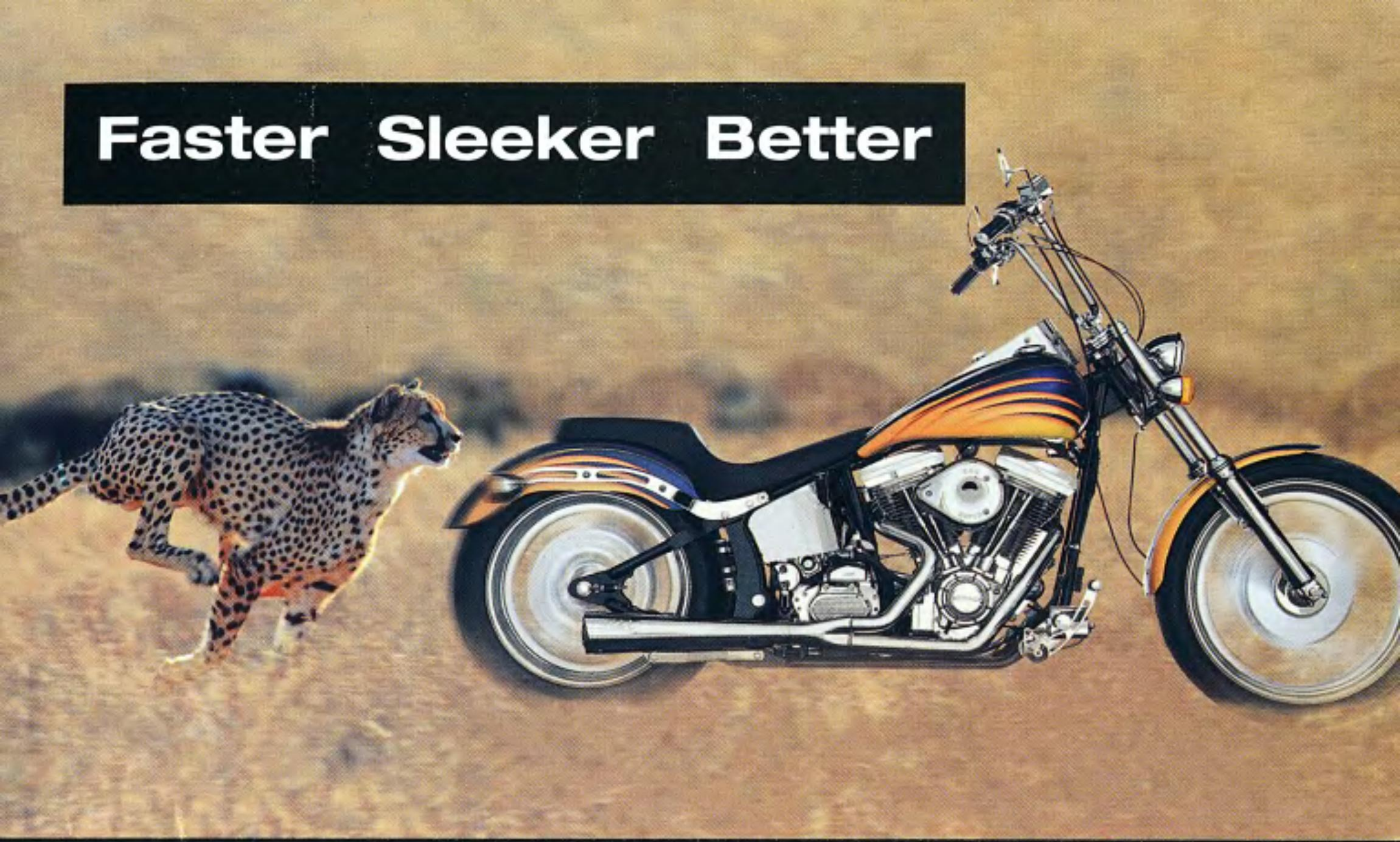

The New "QC" Series

Ultra Cycles is pleased to present the new "QC" (Quality Custom) Series. These impressive bikes are unlike any others and come fully loaded with hot new features such as precision stretched tanks, custom matched seats and powerful 113" S&S engines! And if that's not enough, all QC models are supported by Ultra's new 4 year, unlimited mileage warranty. So go down to your nearest Ultra dealer and take a test ride today on the most outrageous bikes in America.

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THE LONG BIKE

ON THE ROAD WITH CHARLIE BROWN AND SUGAR BEAR

Besides Sugar Crisps, everybody knows that Sugar Bear just loves long, white choppers. This lord of long bikes is an institution in the two-wheeled world. It's as simple as that. So it's no surprise that when Charlie Brown of Whittier, California, wanted a kick-ass custom with a lo-o-o-o-ng front end, he went straight to the man who invented the look, the feel, and the glory that is the boulevard-stylin' chop job. →

Now this isn't Charlie Brown's first bike, and it won't be his last, but what feels right to him at the moment is a nasty-ass, evil-lookin' Sportster motor in a way long Atlas frame with a 42-degree rake and a 4-inch stretch. Charlie Brown checked in with Sugar Bear, and the rest resides in the annals of Harley history.

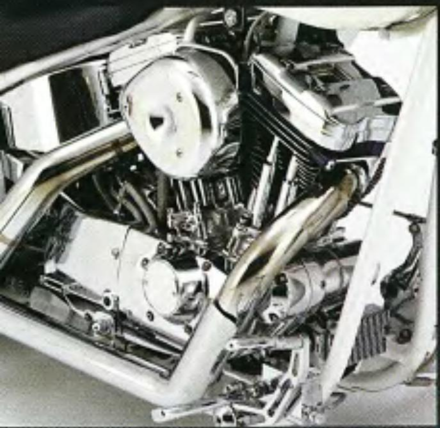
Beginning with that stretched frame, Charlie Brown had Jim Lilligard rebuild the 1994 Sporty motor using a Screamin' Eagle ignition, J.E. 10 to 1 pistons, Branch heads, and Andrews cams. This 1200cc warlock ride blasts the straight world to oblivion through some White Bros. Porker pipes. Ahh, we love the sound of Porkers in the morning—it smells like *rebellion!*

Only the Sugar Bear could hand-make the 15-inch-over Springer-type front end with the care and passion of a heart surgeon on acid ... while listening to Molly Hatchet. Yeah, baby!

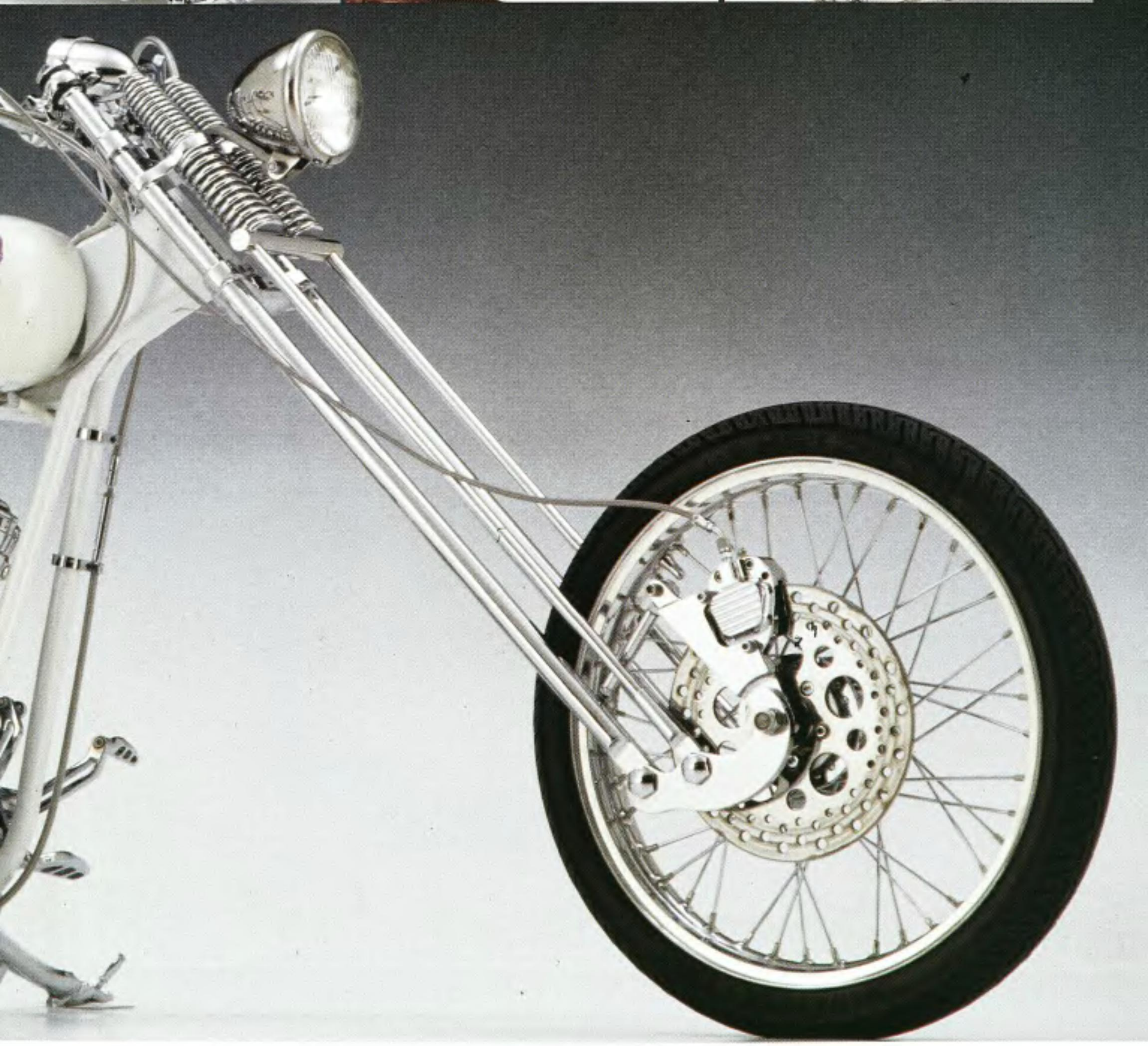
The accessories are a master's mix of original Sugar Bear parts, such as bars, risers, and grips, alongside such venerable kings of chrome and steel as Ness for the controls and headlight, and Atlas for the too cool fenders and taillight. Natch, the stopping power is provided by the potentates of premier braking at Performance Machine and GMA.

The end result is a bike that stirs your soul, wakes up the heathen biker blood in any red-blooded American male, and calls for a night of sheer unredeemable excess to extremes undreamed of by the cappuccino-drinking masses in their worst Donna Reed nightmares. Remember troops, life is *not* a drill. Take big bites out of life before it's too late. Listen to the roar of this bike and let Charlie Brown, *yes,* Charlie Brown, lead you to a new dimension of electric life. The custom gods have spoken!

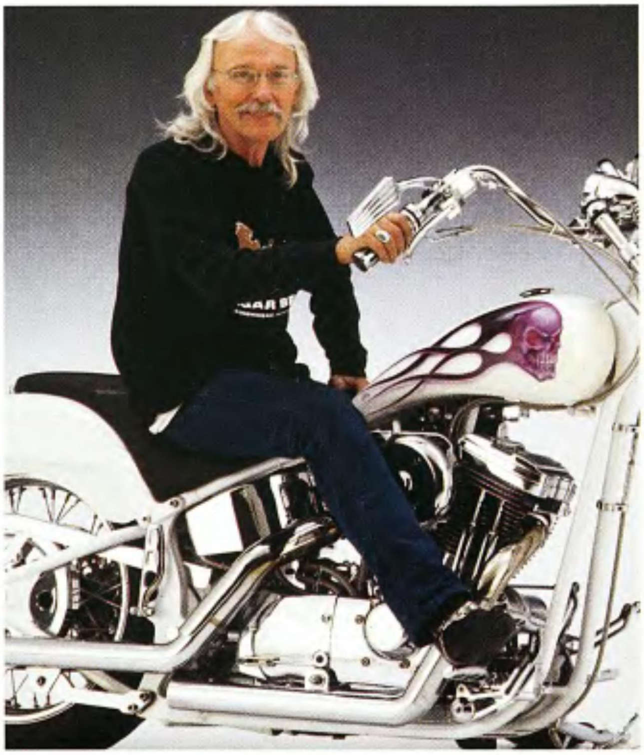
—*Scarecrow*



BAD SPORT

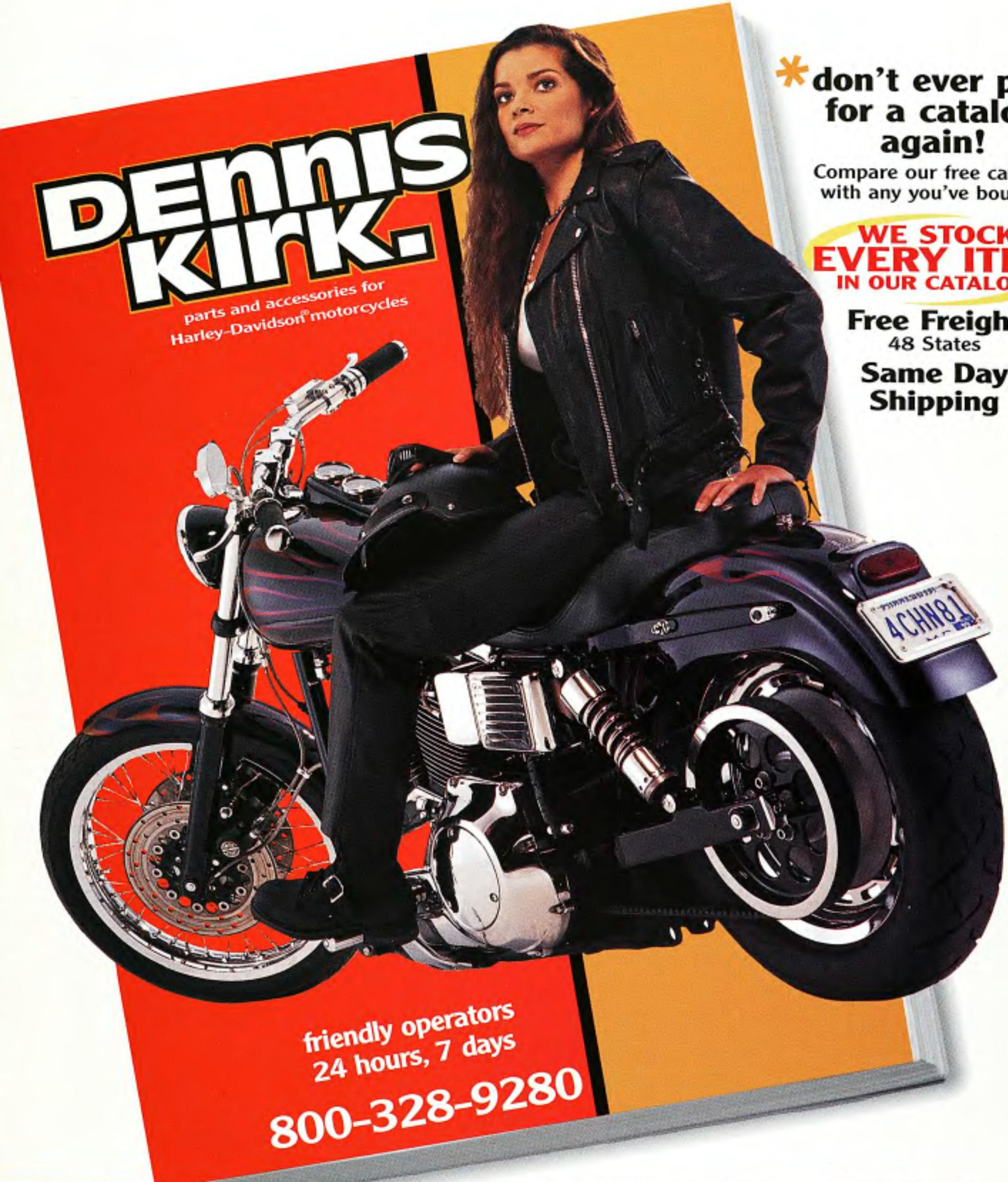


Owner:	Charlie Brown
City:	Whittier, California
General	
Fabrication:	owner, Sugar Bear
Year/make:	1994 H-D
Model:	Softail Sportster
Assembly:	owner
Chroming:	Central Plating
Engine	
Year/model:	1994 Sportster
Rebuilder:	Jim Lilligard
Ignition:	Screamin' Eagle
Displacement:	1200cc
Lower end:	H-D
Pistons:	JE 10:1
Cases:	H-D
Heads:	Branch
Cam:	Andrews
Carb:	H-D
Pipes:	Porker by White Bros.
Modifications:	S&S air cleaner
Frame	
Year/type:	1994 Softail
Builder:	Atlas
Shocks:	H-D
Modifications:	42-degree rake, 4-inch stretch
Transmission	
Year:	1994 Sportster
Modifications:	none
Paint	
Molding:	Sugar Bear
Painter:	G.M. Bootleg
Color/type:	pearl white/ House of Kolor
Special paint:	airbrush work by Gerald Mendez
Accessories	
Bars:	Sugar Bear
Risers:	Sugar bear
Handlebar controls:	Ness
Fenders:	Atlas
Headlight:	Ness
Taillight:	Atlas
Tach:	50's Boy
Pegs:	Performance Machine
Electrics:	H-D
Foot controls:	Performance Machine
Gas tank:	D&D
Oil tank:	Atlas
Oil system:	H-D
Seat:	H-D
Mirrors:	Joker Machine
Grips:	Sugar Bear
Forks	
Type:	Springer
Builder:	Sugar Bear
Modifications:	15-over
Wheels	
Front	
Type:	Akront
Size:	21-inch
Tire:	Metzeler
Brake:	GMA
Rear	
Type:	Akront
Size:	18-inch
Tire:	Metzeler
Brake:	Performance Machine
Photos:	Raiko Hartman



Then there was the biker who started dating an Amish chick. In less than a week, he was driving her buggy . . .

Big Mac
Holdin' the Fries



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Easynews

If it's of interest to bikers, we'll print it.

headline story of the month *Betsy Powell From Jackson, Michigan, Wins $40,000 Pure Steel Bike*

1998 Easyriders Sweepstakes Winner

Every magazine to ever pop down the publishing plank has run a subscription sweepstakes at one time or another. But how many give away brand-new, running motorcycles? You won't see that in the latest issue of *Baths and Boudoirs*. From radical custom hybrid manufacturers, to stock, classic Harleys, your bros here at good ol' *Easyriders* do. And, appearances to the contrary—both the physical look of the rag to the personal look of missing and/or rearranged hair on staffers—month in and month out it is still the same ol' gang of misfits tryin' to put the parts on the putt.

Photo: John Powell

Lucky winner Betsy Powell.

This year's lucky, random Grand Prize winner of a $40,000 Pure Steel bike is Betsy Powell, 35, from Jackson, Michigan. Betsy works in the personnel department at the Jackson Correctional Facility and her husband, John, a warehouseman at Goodyear, rides a 1200 Sportster. Betsy picks up her copy of *Easyriders* each month at Town and Country Sports in Cement City, Mich., and regularly sends in sweepstakes entries to *Readers Digest* and *Publishers Clearinghouse*, but like the rest of us poor slobs, has never won anything. She didn't think that would change after she sent in her *Easyriders* Subscription Sweepstakes entry either. After all, she wasn't a subscriber (then), but you never know. Months went by, her family moved residences, she heard nothing, and eventually forgot about it. That is, until October 26, when the owners of her old home called saying they had "accidentally" opened up a piece of mail from Paisano Publications, and that she, ah, er, might want it. It was a certified letter notifying Betsy of her good fortune. That's all.

Husband John is now feverishly teaching his wife how to ride. Because when the snow clears in the spring, he'll be puttin' through the surrounding country roads chasing Betsy, who will be riding a ball-busting, road-rippin', fire-breathin' Pure Steel custom with a big smile on her face.

—Loudmouth

industry news *A Two-wheeled Cobra*

Titan teams up with Shelby

Hot news just in from the Titan Motorcycle Company of America, who have announced an agreement with Shelby American, Inc., producer of the legendary Cobra Roadster, to jointly develop a limited-edition companion motorcycle to the new Series One Shelby motorcar. The new Titan bike will feature the latest high-performance technology, with the look and feel of the state-of-the-art Shelby Roadster.

"The teaming of two market-leading motor vehicle companies in such an endeavor is a real breakthrough in the motor industry," said Titan's CEO, Frank Keery. "Titan is honored to join industry legend Carroll Shelby and his team in this exciting, historic project."

Initial production of up to 500 of the hand-built matching serialized motorcycles will be made available early in 1999 to purchasers of the companion limited edition Shelby Series One Roadster. What will this Cobra bike look like? Stay tuned.

current events *Another Million Dollar Day*

The Love Ride

The celebrity list for this year's Love Ride for MDA and other charities read like a who's who in Tinsel Town. Riding celebs included Peter Fonda, Ann-Margret, Jay Leno, Nancy Sinatra, Pat Boone, John Hurt, Larry Hagman, Dan Haggerty, Robbie Knievel, Branscombe Richmond, Darren Burrows, Harley's Bill and Karen Davidson, and more. Some 15,000 bikers came together on November 8 under rainy skies to raise a million dollars in the largest one-day motorcycle fund-raising event in the world. Love Ride 15 saw the leather-clad horde parading through Glendale and blasting along 50 miles of SoCal freeway for the ultimate one-day party and concert out at Castaic Lake.

Highlights included Pat Boone's rendition of the national anthem, a killer concert by George Thorogood and the Destroyers, as well as the man, the myth, the legend ... Mr. Steve Miller and the Steve Miller Band. Info on Love Ride 16 can be obtained by calling the Love Ride Hotline at (818) 246-5618, ext. 7, or visit the Web site at www. loveride.org.

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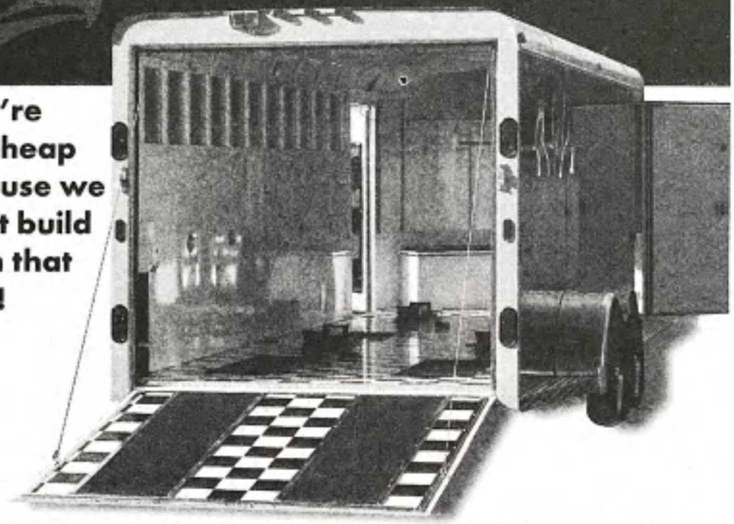

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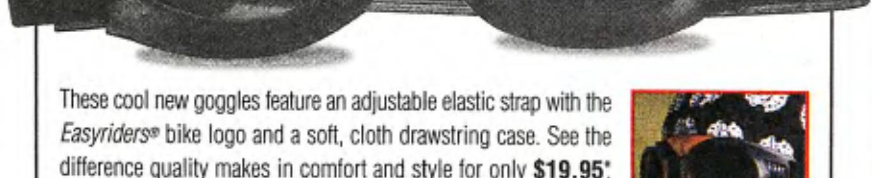
GOGGLES WITH AN ATTITUDE



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industry news

PM's new home

Recently, Performance Machine (P.M.) moved to its new location in La Palma, California. The new 60,000-square-foot facility has brought together all aspects of P.M.'s manufacturing process under one roof, facilitating increased production and reduced delivery times.

If you're in the area come by and visit their beautiful new showroom or if you're looking for information on P.M. products, call or write them at their new address: Performance Machine, Inc., 6892 Marlin Circle, La Palma, CA 90623, (714) 523-3000.

company news

Rock-To-Rock

Cross-country Victory Tour

Clearly demonstrating you're as young as you feel, 63-year-old Joe Klein rode his new Victory motorcycle from New York all the way to San Francisco. The 3,300-mile ride, which Klein dubbed his Rock-to-Rock Victory Tour—from the Statue of Liberty to Alcatraz—took him eight days.

A former sprint car and flat-track racer, Klein is the father of Mark Klein, owner of Big City Motorcycles, the Manhattan Victory dealer that sponsored the ride along with the Victory Motorcycle Division of Polaris Industries. Joe said once the trip was over he could have easily jumped on the bike and started back East. He also mentioned that the motorcycle performed well with no problems. "I had a taillight bulb go out and that was it," Klein said. Further reports of the Rock-to-Rock Tour will appear on the Polaris Web site at: www.polarisindustries.com.

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believe it or not dept.

Helmets for drivers?

The Very Latest In Designer Safety Down Under

First it was motorcycle riders, bicyclists, and skateboarders—now motorists and their passengers are being encouraged to wear helmets. The move comes in the wake of a new study that claims that headwear can dramatically reduce brain injuries in road accidents.

A report by the Australian Federal Office of Road Safety claims that "bicycle-style" helmets would be as effective as air bags and better than seat belts, reducing the severity of accidents by 50 percent and saving the life of one in five head injury victims.

The report, with the backing of the Aussie Department of Transport and Regional Development, even suggested that protective headbands could be designed as a fashion accessory. It presents findings from a two-year study on head and brain injuries conducted jointly by the accident research units at the University of Adelaide and Monash University, which said head injuries were costing the economy more than $1.5 billion a year.

The universities concluded that helmets would provide more protection than safety options such as interior padding, side-impact air bags, and advanced seat belt designs. Full helmet protection would lessen the severity of more than 60 percent of brain injuries, compared with a bicycle-style helmet (50 percent) and better interior vehicle padding (30 percent).

A spokesman for the Office of Road Safety said the idea was being put forward only as a voluntary measure, and there were no plans to make it compulsory. The report, which will be given to Australian helmet designers and manufacturers, says, "A detailed analysis of head impact patterns ... suggests that specifically designed headbands could provide a practical alternative to full helmets ... with some imaginative designing, the headband might well be developed as a new fashion accessory."

Yeah ... right.

—Disgusted Down Under

short strokes

Hang on

Recently someone mumbled over a warm beer that 1998 was a year of change. No shit. Romance, the industry, performance products, the new model of Harley, it all changed in one short, consuming year. I shudder at the thought. By the time you scan this compilation of words, you and I will be immersed in 1999. They'd better be calmer times. Let's get to the news: We were fortunate enough to view the ***new CMC Indian-styled hybrid*** at our Love Ride Party. Caused quite a stir. We also reviewed a whole new Indian from Detroit. One is licensed by a Canadian firm; the other is a completely new bike built in the U.S. But the courts awarded the Indian marque to CMC. You'll see more on both in upcoming issues...While standing in the dust in Durango I was approached by a gentleman who commented on ***my Dicey boots.*** "Dem's a nice pair-o-dice boots," Nomad said and walked on. I yelled out, "Tony Murga will make some for you, too." Call (714) 443-1387 (as seen in *Easyriders* #303 Parts Box). I feel like I'm in paradise every time I wear 'em...Speaking of manufacturers, Excelsior-Henderson continues extensive ***1999 Super X motorcycle testing*** at its Belle Plaine, Minnesota, R&D facility. The Super X has recently passed the DOT brake certification process and continues to undergo other rigorous tests, including EPA exhaust emissions, mileage culmination for engine and chassis durability, chassis "Shaker" testing for complete analysis of components and their service life, federally required noise testing, and fuel tank puncture testing. They'll be sparkling in your local dealership this year...A veteran staff member decided to look up some of his vet buddies, so natch he went to the Web. He looked at several different veterans-related Web pages and found a reference to his old outfit, the 16th Inf. "Rangers," which was attached to the 1st Infantry Division in Vietnam while he was there in '65-'66. ***He found a long-lost friend and member of his old machine gun team.*** The keepers of the vet Web pages told him that these pages are readily available to vets searching for old buddies... While I'm in the service department, here's more news from *Air Force Times*. The headline reads, ***"Smut panel bans dozens of magazines."*** A subtitle reads "*Playboy* is in, *Penthouse* is out." Fortunately, *Easyriders* was voted in while 153 other magazines flunked their smut test... And the vet news continues. A rider roamed into the local California DMV and requested a ***veteran's plate*** for his bike. They don't have them. They do for environmental plates, but veteran's plates are only for cars, trucks and trailers...And here's a bit on emissions. The California Air Resources Board (CARB) is set to release new emissions standards for road bikes and modified rules for off-highway bikes. CARB's latest plan would slash maximum allowable tailpipe emissions by more than 80 percent over the next 10 years. That would make the ***California standards 12 times as strict*** as the federal standards governing motorcycles across the United States...Internal sources tell me that we are about to open ***Easyriders stores*** in Salt Lake City, Utah, Fort Meyer, Florida, and a combination Easyriders Store/El Paso Barbecue in Tulsa, Oklahoma. Check 'em out...And now for a small insignificant tech: ***Wanna remove a decal?*** Try a hair dryer or a heat gun to loosen the adhesive and use the back of the decal to blot off any remaining glue...With that under my belt, I'll roll down the street to this little snugly joint, curl up in front of the fireplace, and order a bowl of soup and a Jack Daniel's on the rocks and wait for her to arrive. Then the night begins. Ride forever.

—Bandit

industry news

Global Motorsport acquisition

Global Motorsport Group, Inc., the top independent parts distributor for Harley-Davidson, has agreed to be acquired by investment firm Stonington Partners for $108.1 million, or $19.50 per share in cash. California-based Global had sales of $122.7 million last year and has about 500 employees. The company is the parent organization of an international group of motorcycle-parts makers.

How can you tell if your bride is really looking forward to the wedding night?
She comes walking down the aisle.

El Vee, El Lay

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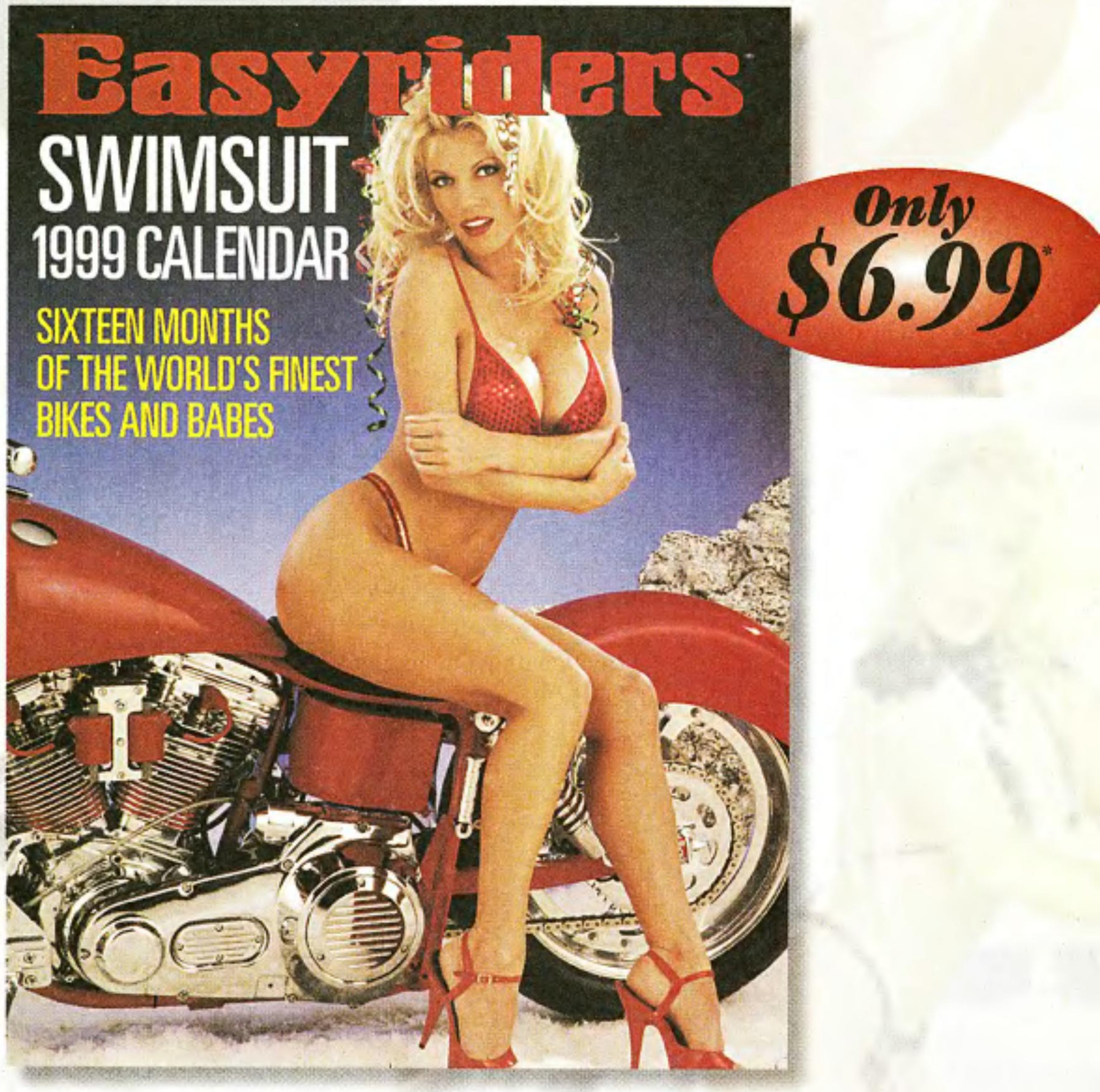
AHL309

RED ALERT! EASYRIDERS 1999 SWIMSUIT CALENDAR IS HERE!



16 MONTHS OF HOT BABES ON HOT BIKES

Easyriders' sizzling hot NEW 1999 Swimsuit Calendar is here! Not with just 12 months of beautiful bikini baring babes, but 16 months of the most outrageous biker chicks we could find. Oh! Let's not forget the bikes. Custom built, show ready, pavement-pounding cycles are created by some of the top V-Twin designers around. Do you get it yet? Every month you get a HOT Babe on a HOT Bike, on a large, full-color glossy calendar. What are you waiting for?

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Easyriders®

hall of fame

Harley legend Robert Labrie passes on

God's Harley is probably running a lot better these days. One of the two-wheeled world's finest wrenches and bike innovators, Robert "Debris" Labrie, died Tuesday, October 29, 1998, from injuries received in an auto accident. Anyone going to the Laconia Rally and Races may remember Labrie's bike shop and the way this master mechanic could work wonders with engines. Back in 1982 Robert built an amazing three-cylinder Shovelhead Harley.

Labrie raced in his younger days, earning first place at the old Belknap racetrack in 1968. Engines were his passion and he loved blowing people's minds with his one-of-a-kind creations. *Easyriders* ran a feature on "Debris" back in 1983 where we said, "Bob has a reputation as a straight-shooting shop owner and a super-class wrench whose turf is one of the best places on the East Coast to break down." Labrie leaves behind his eight children and his wife of 45 years. He was 64 years old.

—Phantom

to be or not to be

Arizona Bike Week *Officially Off, But ...*

Arizona Bike Week has been officially canceled, but the good news is that the Valley of the Sun is still opening its arms wide between March 20-28. Super Bikes at PIR, AHDRA Drags at Speed World, concerts, parties, auctions, bike shows, and desert rides will all be taking place during the week.

At the time of this printing the calendar of events is still in the works, but confirmed events include: Hacienda H-D's Iron Horse Memorial Ride and Easyriders of Scottsdale's party (March 20); Steelhorse Saloon Annual Bike Show and Blowout (March 21); Cave Creek's Thunder In The Desert (March 22). In addition, there will be daily and nightly concerts all week at Easyriders of Scottsdale's Billet Bar, the Hideaway, Steelhorse Saloon, Golden Spike, Acme Bar & Grill, Hard Rock Cafe, and more.

For general info call Kimmy at (602) 979-3376. For travel-related info call the Greater Phoenix Convention and Visitors Bureau at (877) 225-5749.

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H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech, 5901 Sepulveda Blvd., Van Nuys
Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
South Coast Harley-Davidson, 345 E St., Chula Vista
San Diego H-D Co., 5600 Kearny Mesa Blvd., San Diego

Colorado
John's H-D, Inc., 1303 S.W. Frontage Rd., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Easyriders Denver, 4090 E. Iliff, Denver
Two Wheelers MC Shop, 1433 W. 38th Ave., Denver

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Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Easyriders Merrillville, 254 W. 81st Ave., U.S. 30, Merrillville, (219) 736-2453

Iowa
Zylstra Harley-Davidson, 1930 E. 13th St., Ames

Kansas
Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita
Central M/C Inc., Shawnee Mission Pkwy. 7 Hwy. 6801 Hedge Lane Terr., Shawnee
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

Louisiana
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Maryland
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City
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Easyriders St. Louis, 14912 Manchester Rd., Ballwin

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New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

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H-D of Suffolk County, 360 Rt. 109, West Babylon
H-D of Hempstead, 4 Laurel Ave., Hempstead
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H-D of Green Bay, 727 N. Memorial, Green Bay
Milwaukee Bike Works 10700 W. Parnell Ave., Hales Corners

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

politics *Connecticut Repeals Helmets For Adult Bicyclists*

Democracy in action

Recently, the Selectman of Seymour, Connecticut, decided their adult constituents could not be trusted to make certain personal decisions traditionally left to the discretion of the adults, so they enacted various "public safety" ordinances. One of the many new laws made it illegal for adult bicyclists to ride without a helmet. A group of concerned residents gathered a sufficient number of signatures to require a town referendum on repealing several of these so-called ordinances. Not only did the voters of Seymour overwhelmingly reject the bicycle helmet law, but they threw out a more controversial ban on the possession of tobacco by minors under 18 years of age.

It gets better. *The Connecticut Post*, in its editorial of August 24, 1998, praised the repeal of the ordinances stating, "In a true demonstration of democracy in action, Seymour voters wisely—and proudly—rejected four newly adopted 'public safety' ordinances that would have allowed government to intrude on their lives." Speaking on the repeal of the bicycle helmet requirements, the paper went on to say, "Adults should be free to assess risks and make their own decisions."

Bravo to the voters of Seymour who followed the Connecticut Yankee tradition, choosing freedom over benevolent control and "hooray" for a major daily newspaper, which actually understands that the means by which we attempt to accomplish certain goals is as important, and sometimes more important, than the goal itself! The whole situation is refreshing and inspiring, like a crisp September morning in Connecticut.

—Richard Pauker
Legislative Director, CMRA

Photo: Bill Ellis

organizations *Whoopin' It Up In Summerfield, N.C.*

Return of the Wild Bunch

They rode and rode hard for one blistering reason ... to party their butts off! The Wild Bunch of Summerfield, N.C., came together for their first annual end-of-the-year party and poker run. These guys and gals aren't hard-core outlaws, they just like to ride and party together. The party was organized by Mark Joyce and Ralph Porfillo, who decided to raise money for the event by selling "Wild Bunch" T's. Buying a shirt makes you part of this wild bunch and gets you in to one helluva bash. You, too, can be one of the Wild Bunch—all you need is $15 for a T-shirt, a good attitude, and to be in Summerfield, N.C., next spring. *—Hatchetman*

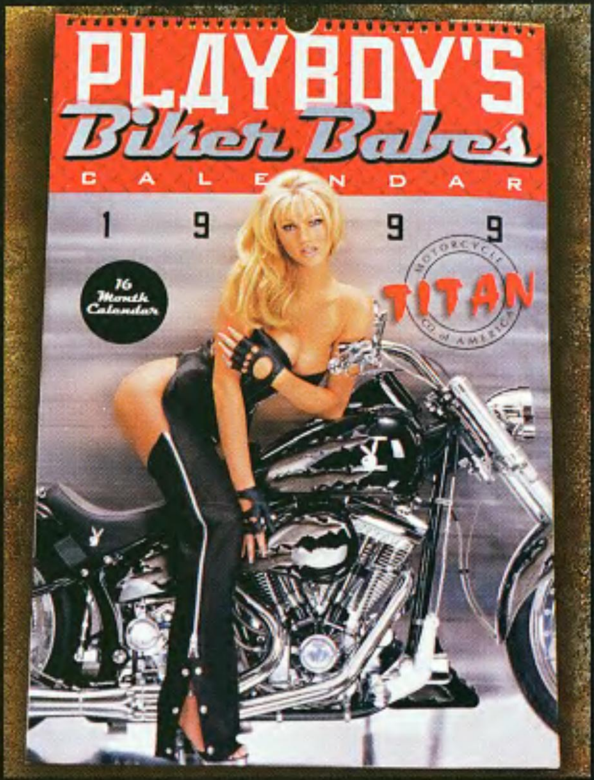
investment news

Two-Wheeled Investor

The following is for information purposes and should not be considered a solicitation to buy or sell any security. Neither Easyriders, Inc., nor any other party guarantees its accuracy or makes warranties regarding results from its usage.

Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	**BIKER'S DREAM**	1998	2 5/8	12/21/98	5 5/8 - 2 1/2
CSTM	**CUSTOM CHROME**	1997	19 3/8	12/21/98	22 3/8 - 10 1/4
EZR	**EASYRIDERS, INC.**	1997	1 7/8	12/21/98	4 1/4 - 1 5/8
BIGX	**EXCELSIOR-HENDERSON**	1997	7 15/16	12/21/98	10 - 4 7/8
HDI	**HARLEY-DAVIDSON**	1997	42 3/4	12/21/98	43 11/16 - 24 15/16
PII	**POLARIS/VICTORY**	1997	37 7/8	12/21/98	39 5/16 - 24
TMOT	**TITAN MOTORCYCLES**	1997	4 3/8	12/21/98	6 3/4 - 3

INTRODUCING THE
TITAN PLAYBOY 1999 CALENDAR



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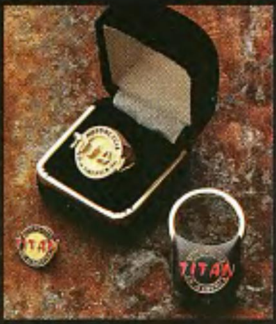

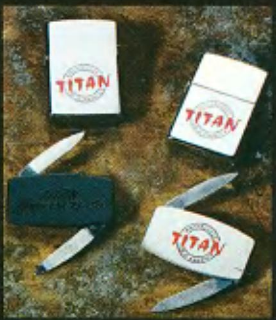

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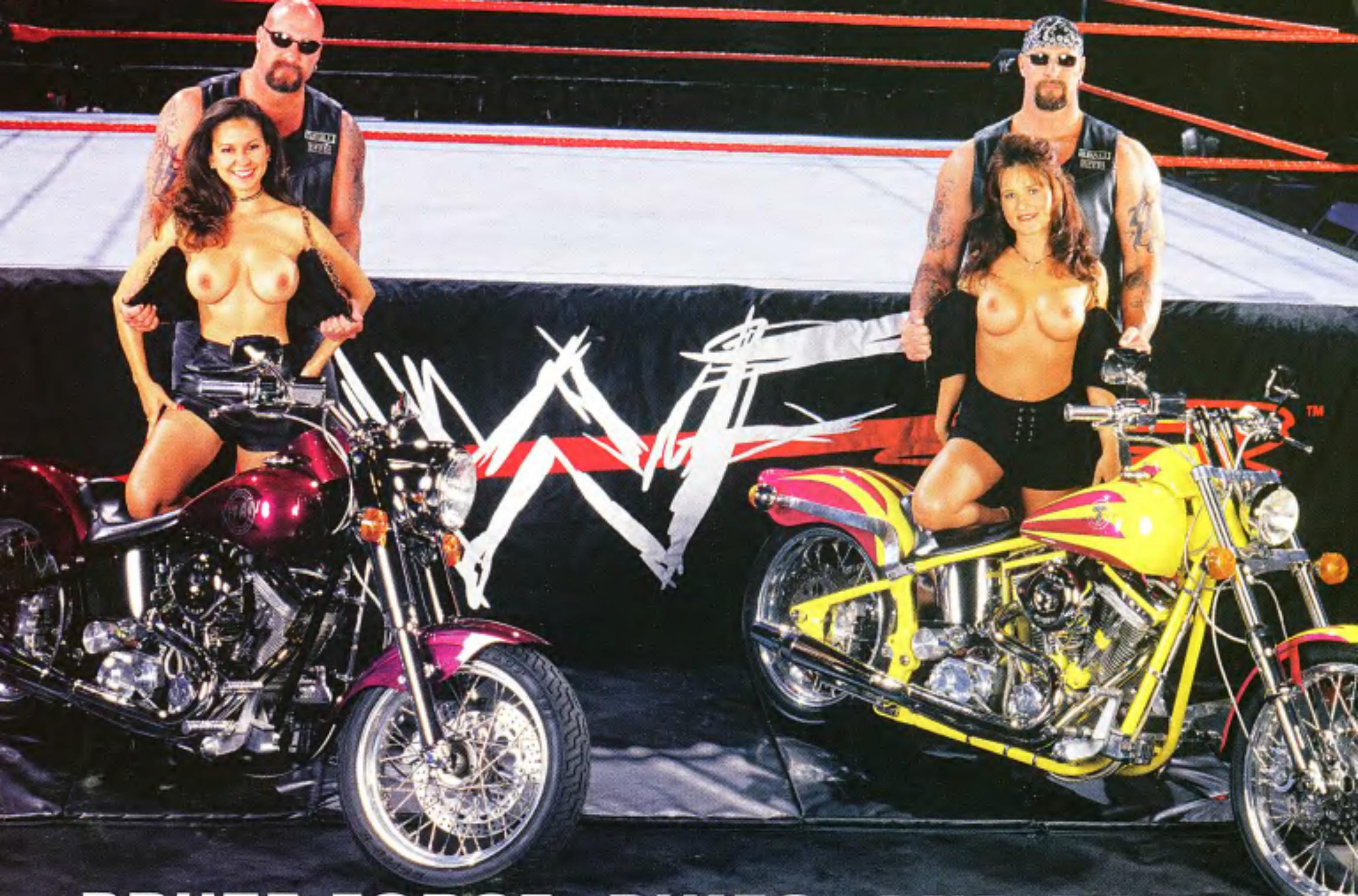


BRUTE FORCE, BIKES, AND BABES

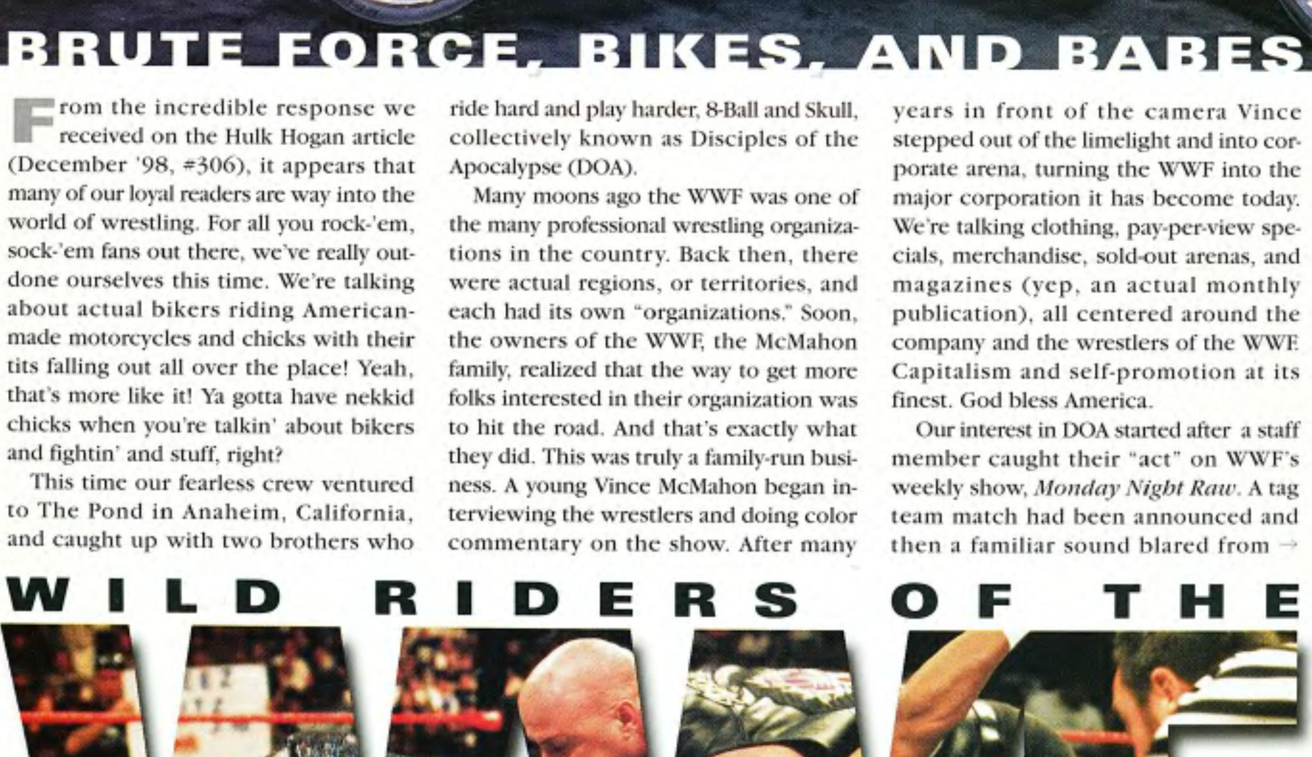
From the incredible response we received on the Hulk Hogan article (December '98, #306), it appears that many of our loyal readers are way into the world of wrestling. For all you rock-'em, sock-'em fans out there, we've really outdone ourselves this time. We're talking about actual bikers riding American-made motorcycles and chicks with their tits falling out all over the place! Yeah, that's more like it! Ya gotta have nekkid chicks when you're talkin' about bikers and fightin' and stuff, right?

This time our fearless crew ventured to The Pond in Anaheim, California, and caught up with two brothers who ride hard and play harder, 8-Ball and Skull, collectively known as Disciples of the Apocalypse (DOA).

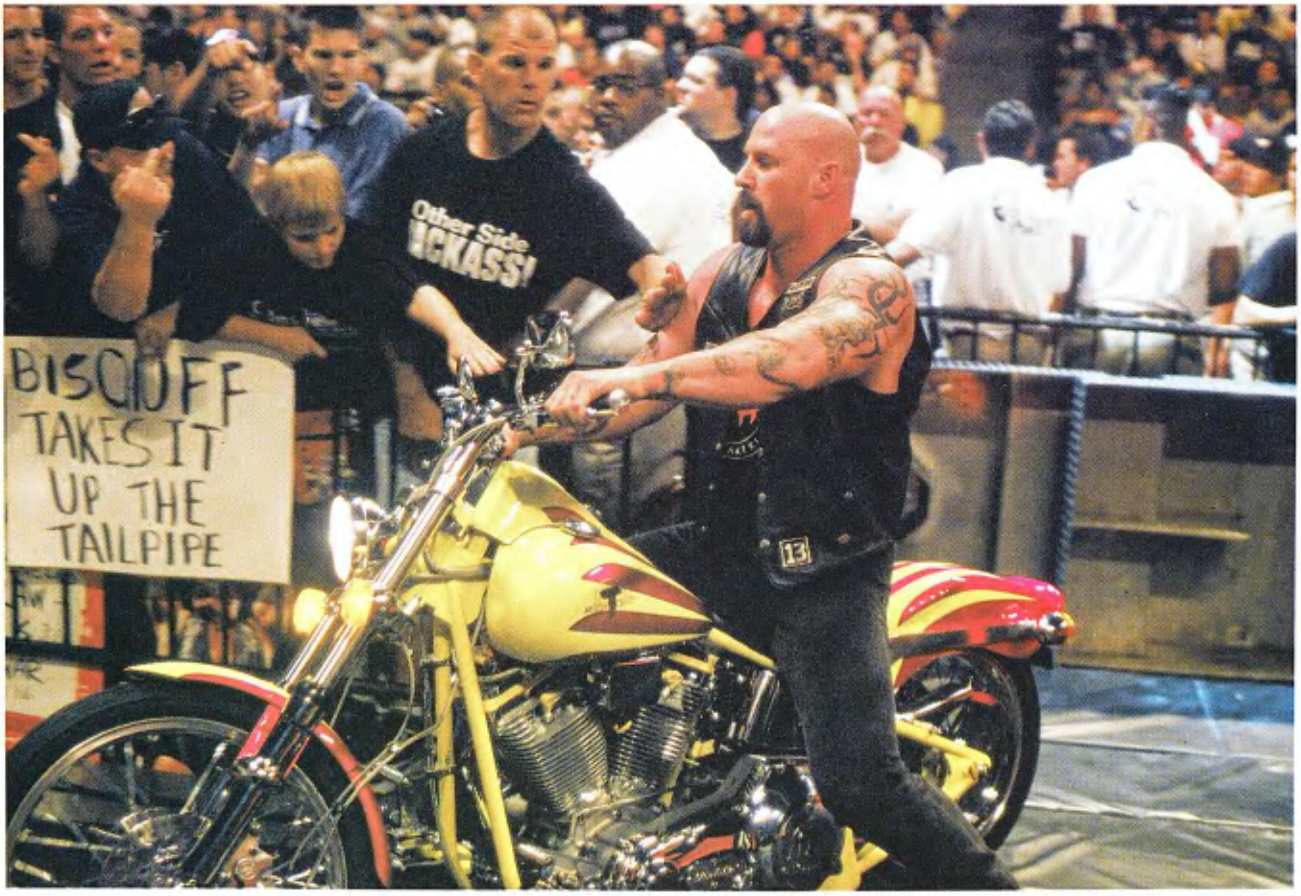
Many moons ago the WWF was one of the many professional wrestling organizations in the country. Back then, there were actual regions, or territories, and each had its own "organizations." Soon, the owners of the WWF, the McMahon family, realized that the way to get more folks interested in their organization was to hit the road. And that's exactly what they did. This was truly a family-run business. A young Vince McMahon began interviewing the wrestlers and doing color commentary on the show. After many years in front of the camera Vince stepped out of the limelight and into corporate arena, turning the WWF into the major corporation it has become today. We're talking clothing, pay-per-view specials, merchandise, sold-out arenas, and magazines (yep, an actual monthly publication), all centered around the company and the wrestlers of the WWF. Capitalism and self-promotion at its finest. God bless America.

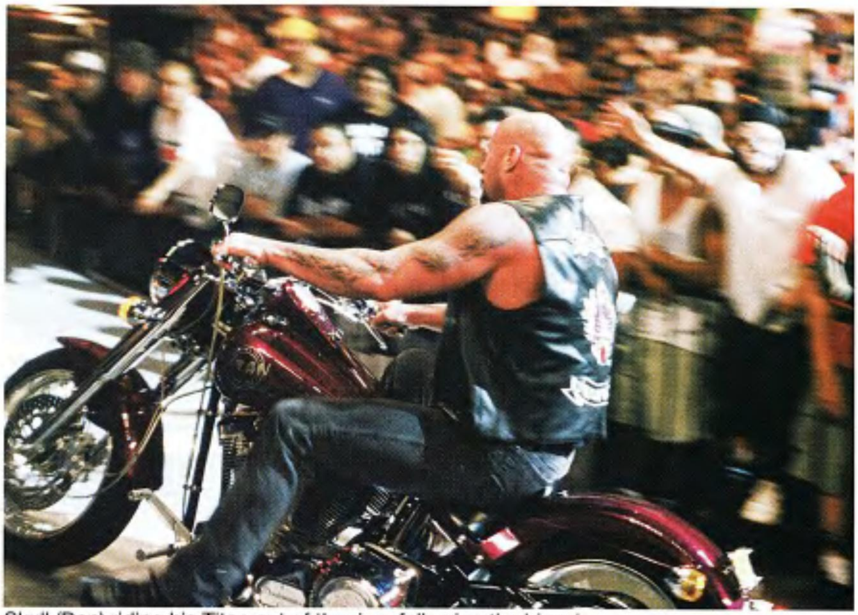
Our interest in DOA started after a staff member caught their "act" on WWF's weekly show, *Monday Night Raw*. A tag team match had been announced and then a familiar sound blared from →

WILD RIDERS OF THE



Top: The mighty DOA rumbles toward the squared circle. Bottom: 8-Ball (Ron) riding around the ring in front of all the adoring fans.





Skull (Don) riding his Titan out of the ring, following the big win.

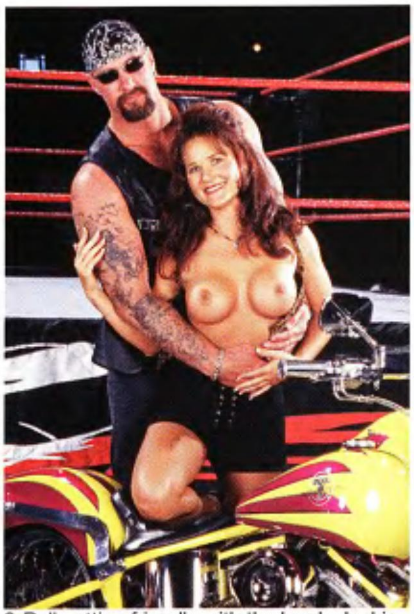
the speakers: the thunder of a couple of powerful V-twin engines. Next, he watched two "bikers" riding down the ramp on Titan motorcycles. As they rode past the cameras you could clearly make out the Titan Motorcycle Company logo and the Roadrunner and Sidewinder insignias on the rear fenders. But were these guys just the introduction for the real wrestlers? And what's with the patch? Come to find out, these are the wrestlers! Ver-r-r-r-y interesting. Guys posin' as bikers, ridin' Titans ... what's up with that? We were ready to investigate.

With the help of a sultry Titan sales rep., we cut through the red tape. Janet, Titan's siren, got us right to the top dog, Vince McMahon. Once we told them what we wanted, Vince's first words were, "Are you going to bring any women with ya? And if so, will they be topless?" Then he diplomatically added, "It's OK if you want to; I'm sure no one will object." Hot damn, Vince, we're on our way! Of course, naked girls didn't hurt the motivation level. The best thing was going to be exposing these guys for the fakes they were. Man, were we in for a surprise.

It was decided that if these guys weren't the real thing, we were gonna nix the shoot and cut our losses. Upon arrival, the massive wrestlers were sportin' their vests and patches and sitting next to their killer Titan scoots. These guys started wrestling 10 years ago, with Jerry "The King" Lawler in Tennessee. Back then they were known as the Bruise Brothers. They traveled all over the U.S., Japan, and Puerto Rico, before a two-year stint with Extreme Championship Wrestling (ECW). The ECW is made for those people who want to tear the place apart. These guys told us the ECW would put them in the ring right before intermission and tell them to create complete havoc—which they did. After that they went where the money was, and settled into the WWF as DOA.

At first, everyone was afraid to show wrestlers as bikers, fearing they wouldn't attract the demographic they were looking for. Back then, wrestling was geared toward kids. But the brothers told them, "We've always been bikers, and we don't want to change." OK, now was the chance to sandbag 'em. How long have they been riding and what's with the patch? We found out they've been ridin' for more than 20 years, and they did their homework about the various clubs before settling on their patch (which has been approved). There was another member of their group who lived in Hawaii and got the club going, but left after an injury. Now the DOA lives on in the form of these real bikers from Florida. They are currently riding two of Titan's models, the Roadrunner RM and the Sidewinder. They can be seen riding them, not only on the shows and at events, but whenever time allows.

Two things are very important to these guys. First, they don't want to give the impression that they are playing or taking on characters. "We really are bikers, always have been, always will be. I fought hard to promote this lifestyle and ain't givin' it up without a fight," Ron said. Or is that Don? Hell, they're twins, who can tell? So being on that level regarding the lifestyle, has anyone tried to out-muscle the duo outside of the squared circle? →



8-Ball getting friendly with the lovely Jackie.

Skull showing gorgeous Kathy the ropes.

Photos: Markus Cuff

"Well, since there's two of us at all times, and we're bigger than most of them, no!" said Don. We got the feeling he was pretty serious about this one. Either that or they were noticing that the girls were ready to start the photo shoot.

The second thing is the whole concept that wrestling is "fake." "People get hurt in this business," one of them continued (I'd tell ya which one, but they look too damn much alike). "Guys have broken their necks, fallen wrong and ended up with concussions, you name it." Watching it up close, you soon begin to realize that if one of these guys doesn't fall right, or isn't watching (or expecting) the steel chair, he could really get hurt out there.

"Hey, ya wanna see how it's done, or can we get on with the shoot?" Not wanting to try out the paramedic service in Anaheim, and realizing the girls were gettin' undressed, we decided to wrap it up. What about the bikes themselves? "The Titans are the best." It's weird hearing this in stereo. "When we rev up the engines and head down the ramp, the place goes wild. We ride 'em as much as we can, and the folks at the factory are the greatest."

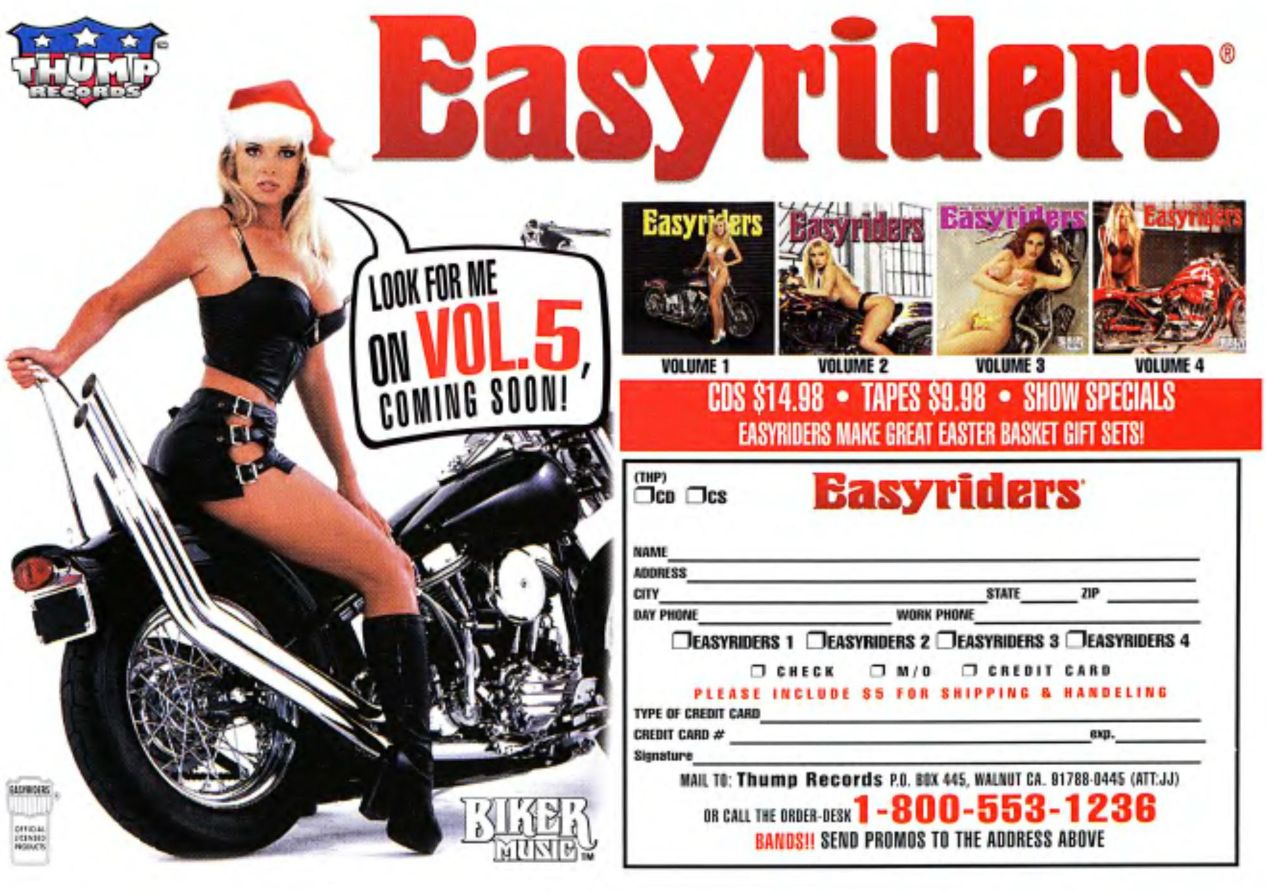
Today wrestling is a multi-million dollar a year business. And, as long as they're putting butts into the seats and getting millions to pay the cash for the pay-per-view events, wrestling will continue to grow and become more popular and accepted than ever before. The stunts will be more exciting, and obviously more dangerous. But isn't that what you come to see? The promoters know that, and as long as the money keeps rolling in, and the bodies of Don and Ron hold up, The DOA will be kicking ass in the WWF for years to come.

—Oil Can

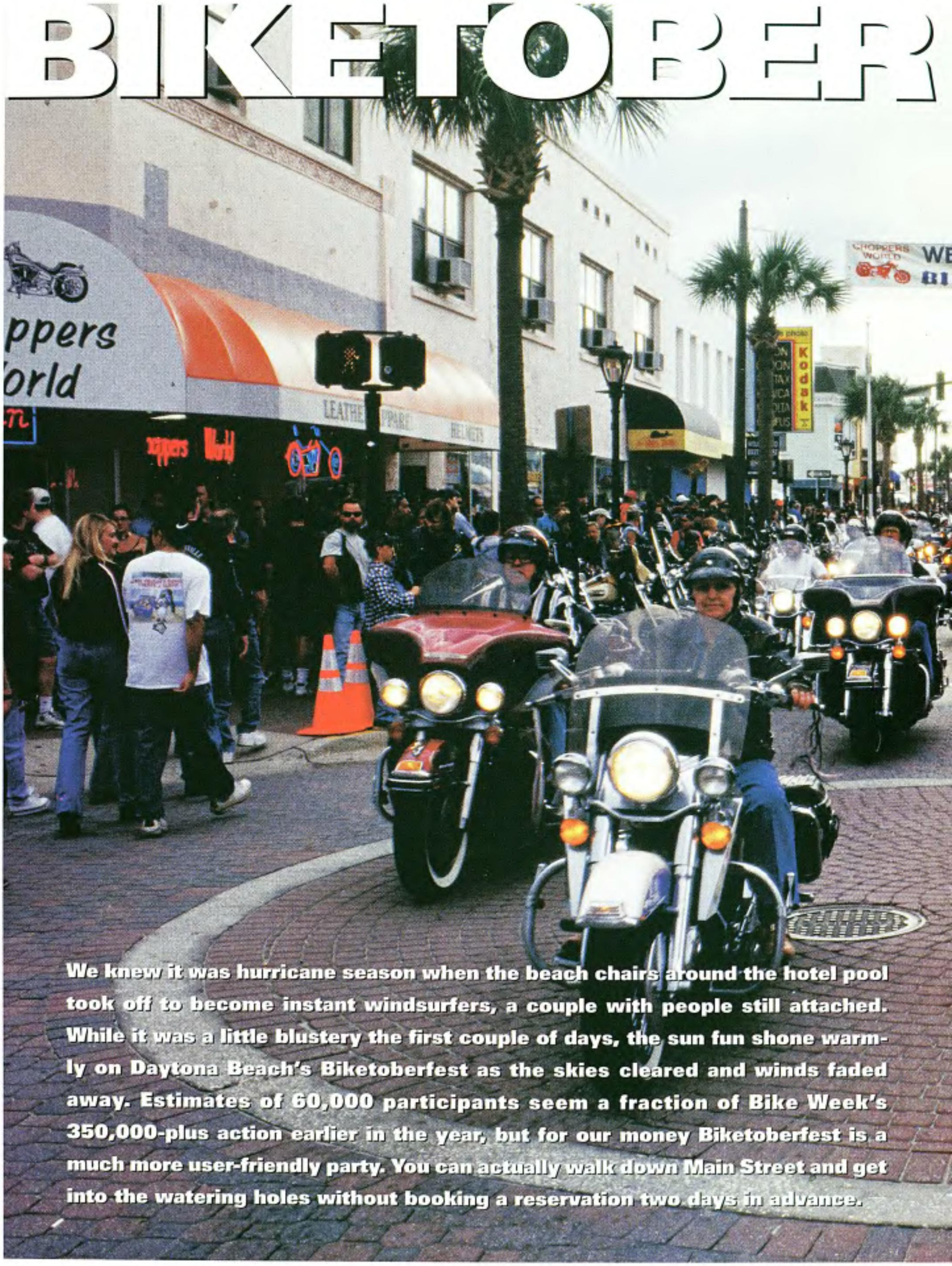
What was Monica Lewinsky's reply when she was asked if she smoked after sex?

"No, during."

Big Mac
Santa Clarita, Calif.

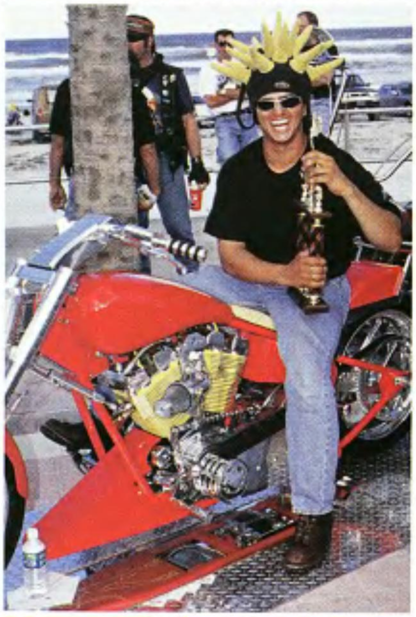


BIKETOBER



We knew it was hurricane season when the beach chairs around the hotel pool took off to become instant windsurfers, a couple with people still attached. While it was a little blustery the first couple of days, the sun fun shone warmly on Daytona Beach's Biketoberfest as the skies cleared and winds faded away. Estimates of 60,000 participants seem a fraction of Bike Week's 350,000-plus action earlier in the year, but for our money Biketoberfest is a much more user-friendly party. You can actually walk down Main Street and get into the watering holes without booking a reservation two days in advance.

FEST '98 GALE FORCE PARTY

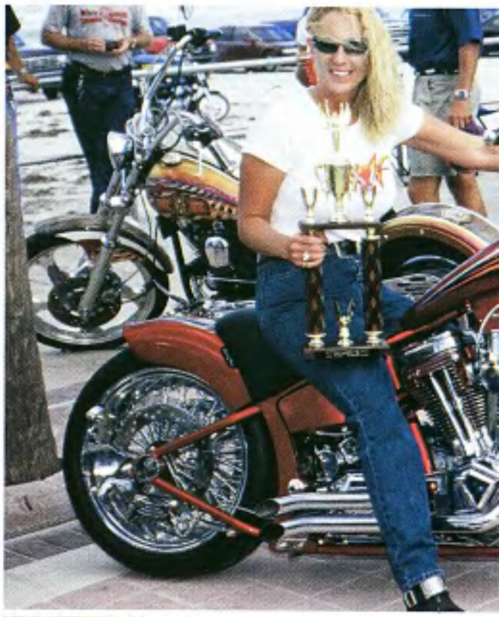


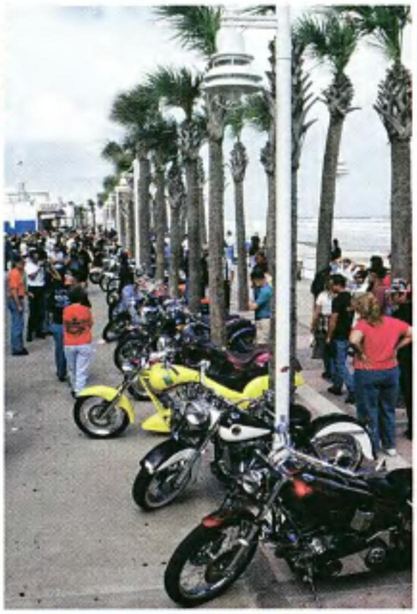
Last year's Biketoberfest, the name a mixture of Bike Week and Octoberfest (the traditional German party), took place October 15-25, 1998. A full menu was cooked up by the city, the bike industry, and, of course, Easyriders, Inc., in order to make the trek to Florida well worth the effort. A partial list of activities included custom bike shows (with the Easyriders event on the famous beachside boardwalk), bikini contests (mandatory in Daytona), keg parties, live entertainment, all-you-could-eat barbecues, sailing, clambakes, tattoo contests, bike giveaways (Harleys and antique Indians), more bike shows, egg wrestling contests (you had to be there), dirt drags at the Volusia County Fairgrounds, benefit runs for several charities, more concerts, a best dressed biker contest (we liked the best undressed biker contest), an ABATE parade, and Harley and Buell demo rides.

Biketoberfest was a savory smorgasbord of sound, sight, and action with a special flavor for everyone who attended. Of course, the biggest feature of Biketoberfest was cruisin' the scene. The streets were filled with the sound of thunder from dawn to ... well, till dawn again. Some people really wanted to get their party's worth it seemed, and there was enough action to keep them occupied. Traditional hot spots included Froggy's on Main Street, a bar that keeps on growing once you step inside. And if you wanted to step out of Daytona for a different slant, you could take the 20-minute ride to the Iron Horse Saloon, which is like a self-contained biker town all in itself, complete with music, vendors, food, and bikers galore. They even had pro wrestling, a motorcycle olympics, a rug rat rodeo, and jousting competition.

Many of the motorcycle industry's movers and shakers featured displays around town where you could get up close and personal with representatives and see the latest products from Arlen Ness, Big Dog, Ultra, Victory-Polaris, Panzer, ACCEL, Drag Specialties, Mid-USA, RC Components, Edelbrock, Mike Corbin, Carl Morrow, and Russell Performance. Titan Motorcycle Co. continued its high-profile status, bringing in *Playboy* bunnies to complement its line of top-drawer customs. STD presented its awesome new drive train systems, which include a complete engine, primary drive, and transmission package—just bolt on and ride.

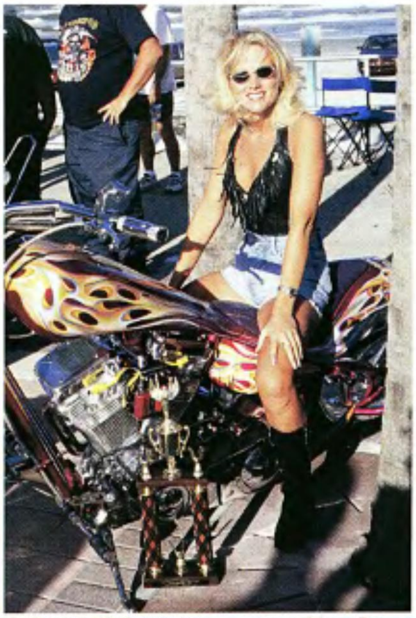
The people from Camel were another major presence at Biketoberfest, →





Corbin

BEACH PHOTO & VIDEO



Tom Cellie
The Leanest

Arlen & Cory
Ness
Randy
Simpson
Dave
Perewitz
Easyriders
Biketoberfest
Featuring Dream Bikes
Eddie
Trotta
Huze
Smith

Easyriders
Easyriders
OPEN
LIVE MUSIC
SAUSAGES

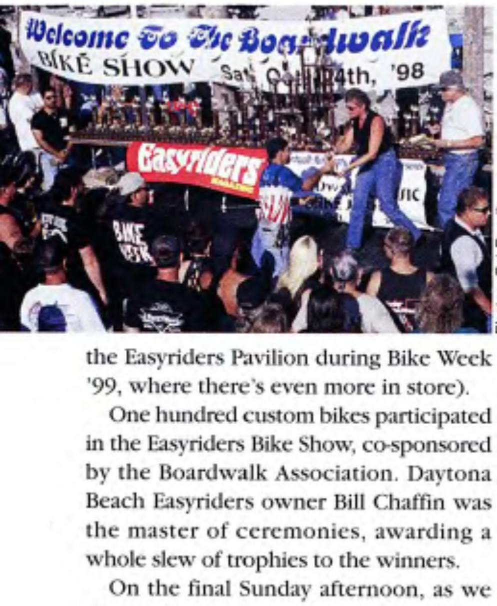
WHOG
HOG
DAYTONA

Boardwalk
'98
BOOT HILL SALOON

CAMEL
CAMEL
WELCOME TO BIKETOBERFEST
WELCOME TO BIKETOBERFEST
WELCOME TO BIKETOBERFEST '98
HAWAIIAN Tropic

setting up their popular Roadhouse, featuring an exhibit of world-class custom bikes in addition to everything from free boot shines, to live bands. Camel also hosted an ongoing party at the Full Moon Saloon on Main Street. The Excelsior-Henderson Motorcycle Manufacturing Company exhibition was another highlight, bringing out its production-intent all-American heavyweight motorcycles for all to see.

Back in the center of action, Easyriders set up a pavilion across from the huge Daytona Harley-Davidson dealership on the newly developed Beach Street. At this great location along the inland waterway, the Easyriders crew threw a VIP party that featured some of the hottest custom bike builders in the country, displaying their latest creations. Party participants got to rub shoulders with Arlen and Cory Ness, Cyril Huze, Eddie Trotta, Donnie Smith, Randy Simpson, and Dave Perewitz. Great food and brew was enjoyed by all, along with the upbeat sounds of a Caribbean steel-drum band. (Be sure to check out



Photos: Pat Randle

the Easyriders Pavilion during Bike Week '99, where there's even more in store).

One hundred custom bikes participated in the Easyriders Bike Show, co-sponsored by the Boardwalk Association. Daytona Beach Easyriders owner Bill Chaffin was the master of ceremonies, awarding a whole slew of trophies to the winners.

On the final Sunday afternoon, as we dragged ourselves toward the airport after several all-night "business dinners," diehard Biketoberfest fans were squeezing the last bit of action out of the week. Main Street was still overflowing with bikes and bikers like it would go on forever. And it just might.

Bottom line—Biketoberfest kicks ass. We give it two thumbs up, and predict even bigger and better fests to come.

For more info on Biketoberfest events and accommodations call the Daytona Beach Area Convention and Visitors Bureau at (800) 554-1234 or visit the Web site at www.daytonabeach-tourism.com/biketoberfest.

—Kickstart Paul

BIKETOBERFEST *winner's list*

EASYRIDERS BOARDWALK CLASSIC BIKE SHOW

BEST OF SHOW
- 1st Billy Craker, Miami, Fla., 1992 H-D
- 2nd Mike Baker, Miami, Fla., 1997 H-D
- 3rd Ed Tooley, Palm Harbor, Fla., 1998 S&S Softail Custom

TOP OVERALL CUSTOM
- 1st Craig Durrett, Houston, Texas 1998 Special Construction
- 2nd Harris Cohen, Miami, Fla., 1997 Kenny Boyce FXR
- 3rd Ed Tooley, Palm Harbor, Fla. S&S Softail Custom

JUDGE'S TROPHY
- 1st Lou Bianculli, Ft. Lauderdale, Fla. 1998 Thunder
- 2nd Olivia Lowery, Columbus, Ga. 1947 H-D
- 3rd Mick Grewal, Pompano Beach, Fla. 1998 Boyce

PEOPLE'S CHOICE
- 1st Mike Goldstein, Tolland, Conn. 1947 H-D WL
- 2nd Eugene and Suzanne Ames Coshocton, Ohio 1998 Boss Hoss Trike
- 3rd Christine Hoag, Ft. Lauderdale, Fla. 1996 H-D Sportster

EVOLUTION CLASS
- 1st John Sabtello, Dravosburg, Pa. 1997 H-D Softail
- 2nd Tim Bucker, Palm Harbor, Fla. 1998 H-D Softail
- 3rd Bill Garblonski, Palm Beach, Fla. 1998 Special Construction Bagger

SHOVELHEAD CLASS
- 1st Michael Frank, Winter Park, Fla. 1972 H-D Sportster
- 2nd Bear Christie, Lavonia, Ga. 1978 H-D FLH
- 3rd Pekka Holmberg, Shawnee, Kan. 1998 Special Construction

PANHEAD CLASS
- 1st Tom Kupstsas, Bunnell, Fla., 1962 FL
- 2nd Phantom Motorcycles, Ft. Lauderdale, Fla., 1999 CMC Capt. America
- 3rd John Hayness, Ocala, Fla. 1954 H-D Panhead

VINTAGE CLASS
- 1st Willy Herschberger, Bradenton, Fla. 1942 H-D Flathead
- 2nd Willy Herschberger, Bradenton, Fla. 1951 H-D Panhead
- 3rd Greg Manders, Inverness, Fla. 1942 H-D WLA

SPORTSTER CLASS
- 1st Corbin of Daytona Beach, Fla. 1998 H-D Sportster
- 2nd Scott Lane, Blackshear, Ga. 1997 H-D Sportster
- 3rd Ray Riggins, Waycross, Ga. 1994 H-D Sportster

RADICAL EVO CLASS
- 1st Norwood Stone, Greensboro, N.C. 1998 1000cc Radical
- 2nd Gary Berlein, Cycle Sorcery Charlotte, N.C. 1998 Special Construction Rigid
- 3rd Steve Overin, Daytona Beach, Fla. 1997 Fat Boy

RADICAL SHOVELHEAD CLASS
- 1st Steve Phillips White House, Ohio 1998 Hardtail
- 2nd Randy Kennedy, Palm Bay, Fla. 1973 H-D FLH
- 3rd Ike Garrett, Conyers, Ga. 1978 H-D FXE

RADICAL SPORTSTER CLASS
- 1st Randy Kennedy Palm Bay, Fla. 1963 H-D Sportster 900
- 2nd Donna McCartney Orlando, Fla. 1999 Rowe Sportster
- 3rd Dale Montgomery Brandon, Fla. 1974 H-D Sportster

DRESSER CLASS
- 1st Wayne Hoolan, Brooksville, Fla. 1996 H-D FLHT w/sidecar
- 2nd Butch Ongard, Holiday, Fla. 1996 H-D Road King
- 3rd Ed Galm, Fishers, Ind. 1998 Kenny Boyce Dresser

TRIKE CLASS
- 1st Doug, New Smyrna Beach, Fla. 1996 Chevy Trike
- 2nd Dave and Linda Brindle Dalton, Ga. 1965 H-D Servi-car
- 3rd Tom Rogers, New Port Richey, Fla. 1961 H-D Servi-car

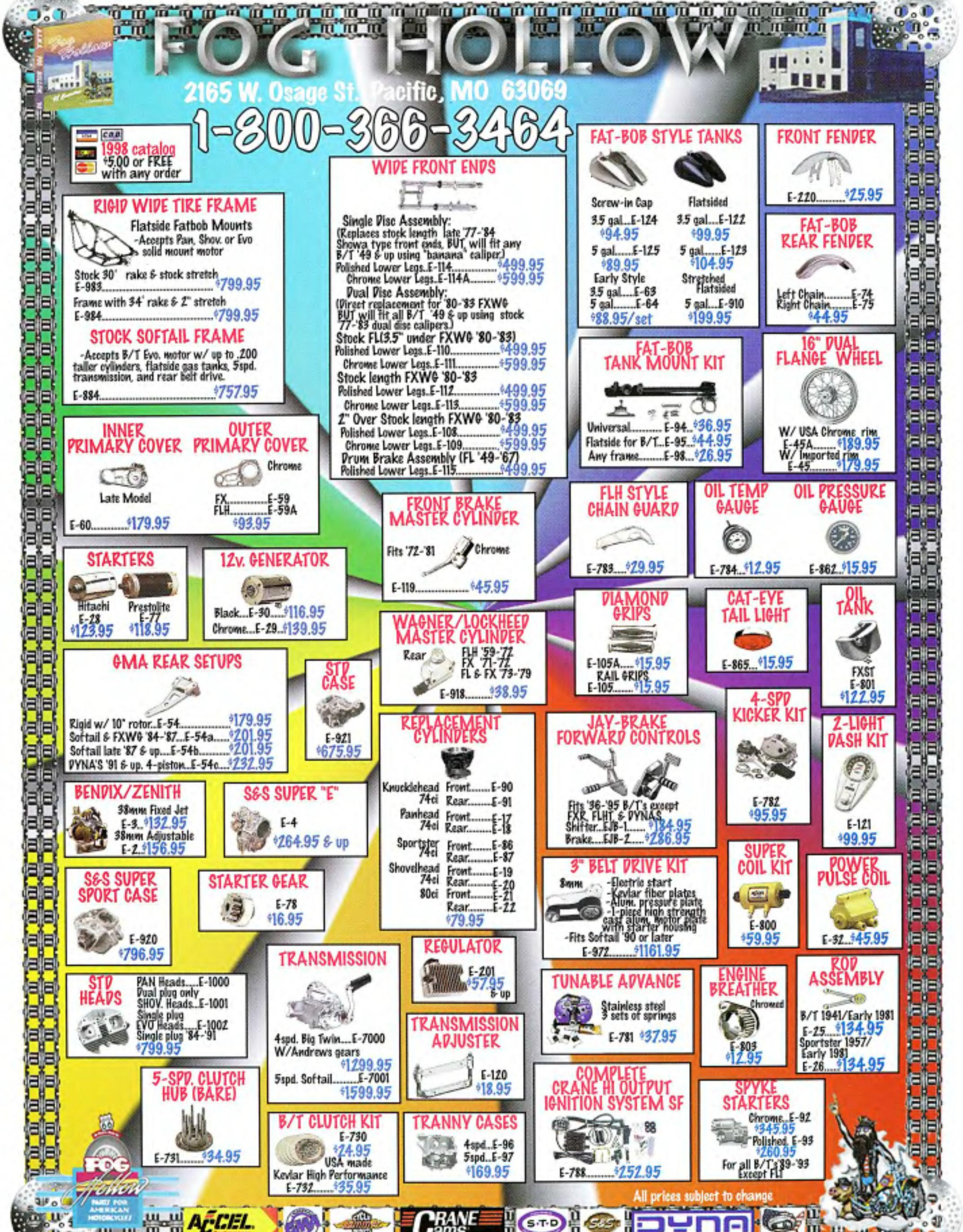
HYBRID CLASS
- 1st Armando Coelho, Stuart, Fla. 1998 Sick Puppy
- 2nd Phantom Cycles Ft. Lauderdale, Fla. 1998 Boss Hoss
- 3rd Phantom Cycles Ft. Lauderdale, Fla. 1999 American Eagle Chopper

BEST PAINT
- 1st Jesus Benitez, Miami, Fla. 1997 Special Construction
- 2nd Louis Falcigno Ft. Pierce, Fla. 1992 H-D Softail
- 3rd D.E. Chadborne, Hampton, Va. 1995 H-D Softail Custom

BEST ENGINE
- 1st Mike Roach Dartmouth, Nova Scotia 1985 H-D FLT
- 2nd Roger Majeski, Miami, Fla. 1995 Fat Boy
- 3rd Frank Morrone, Lansdale, Pa. 1999 Heritage Softail

CHOPPER CLASS
- 1st Kathleen Covington Woodward, Okla. 1998 Custom Chopper
- 2nd Jim Harper, Oklahoma City, Okla. 1998 Custom Chopper
- 3rd Frank Pederson Olathe, Kan. 1998 Special Construction

RAT CLASS
- 1st EZ Rat, St. Petersberg, Fla. 1970 Rat
- 2nd Dave Leonard, Front Royal, Fla. 1975 Sportster



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Polished Lower Legs..E-112 $499.95
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Left Chain...E-74
Right Chain...E-75
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-Accepts Pan, Shov. or Evo solid mount motor
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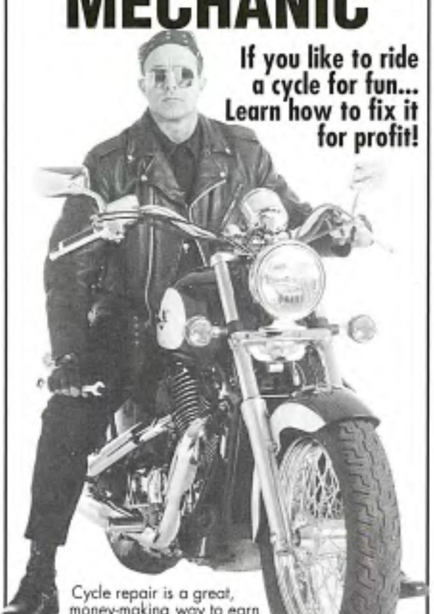

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TalkingTech

SHORT SWITCH

I have a Springer Softail that has an annoying electrical problem. My ignition is stock, and aside from a cam and pipes, so is the rest of the bike. What happens is that at certain times the ignition will cut out, but it's a completely random thing. If I "hot-wire" the ignition coil to bypass the problem in my wiring, everything works fine. Only problem is, now I have a hot-wired bike and no solution to my problem. Any suggestions?

John X.
Salinas, California

Well, I looked through the wiring diagram in my Springer book, and the only weak links you have are the ignition circuit breaker, the run/stop switch, and the main ignition switch on the dash. Circuit breakers are either on or off, so I'd save that check for last. Try bypassing just the run/stop switch and see if this random problem persists. My hunch, though, is that the main key switch on the dash is your problem. They suffer a lot of vibrations on the Softails and will go bad over time. Go see your local dealer and pick up a new switch. Good luck.

NEW NOISE

I just installed a new Andrews cam in my Road King, and for all the care I took measuring the cam gear and all that, I still seem to have a slight noise, like a knock in the front cylinder's valve train. Could this be the gear, or is there some other gremlin that I haven't considered yet? The bike runs like a bat out of hell, but I sure would like to get rid of that noise.

Jerry Anderson
Lompoc, California

Since you took your time to measure the new cam's gear to make sure it would match your factory pinion gear, this kinda puzzles me. But there may just be enough of a difference in the size of the gear on the new cam (and I'm talking less than a thousandth of an inch, but ya never know) to be causing the noise. Take your new and old cam to a shop you trust, have them press the gears off both camshafts, and have them reinstall the factory cam's gear on your Andrews stick. The stock gear will probably have to be scribed with an index mark before the gear is pressed off, but a good shop can handle this no sweat. I've had to do gear swaps in the past, and although I realize the difference in measurements may be less than even a half-thou, try it anyway. It may just cure your noisy problem.

MIRROR MADNESS

I'm getting so damned sick and tired of watching my mirrors take flight during a hard ride, I just can't tell ya! Damn things seem to fly off, or fall apart no matter what I do. I've tried billet ones, aftermarket ones, and even the H-D ones will go on rare occasions. They seem to be about the best, but I just don't like the big, clunky look. Why can't anyone make a mirror that'll stay on at high speed? I ain't one of these fair weather riders—I ride hard. Should I just carry a bag full of mirrors every time I head out?

Wiley John
Deer Park, Michigan

Hell, if you can find mirrors that'll stay on, let me know ...

CALIPER QUESTIONS

I saw one of Confederate's new rides in your magazine, and noticed they were using some Brembo calipers up front. I've heard good things about the Brembos. I'm not much into this billet stuff; I just want my bike to stop. Do you see any problems with these calipers being run on stock stainless steel rotors?

Larry Quick
Taos, New Mexico

I am familiar with these brakes, and I talked with some folks recently about them. The Brembo calipers come with a sintered iron pad that works best on cast-iron rotors, but I was told they will also work fine with the stainless ones. See, no one likes cast iron discs, because they rust, but one swipe with the caliper usually cleans 'em up. Stainless looks nicer, but doesn't have the friction of cast iron. Now as I said, you can run these calipers on your stock rotors, but they will wear faster with the sintered iron pads. In the end, you have to decide if you want to look good or stop quick.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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(Actual items may vary)

EARLY BIRD BONUS $1,000.00

Mail your Official Entry Form before March 2, 1999. If you do, and you're selected as the 1998 Grand Prize winner, you'll not only get the bike of your dreams but we'll also toss in another $1,000.00 beer money.

6th Prize — 500 BODY POCKETS

The body Pocket created exclusively for *Easyriders®* includes four comartments (including a hidden one) and can be worn in a variety of ways.

7th Prize — 500 EASYRIDERS® EVENT TICKETS

500 lucky winners will receive two 3-day passes to check out all the thrills and spills at any of Easyriders' Motorcycle events. Valued at $60.00 a pair.

BONUS!

The top 200 winners will be invited to the exclusive 1998 Love Ride Party at the *Easyriders®* Ranch in Malibu, California.

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Mario Licata

Don't forget...

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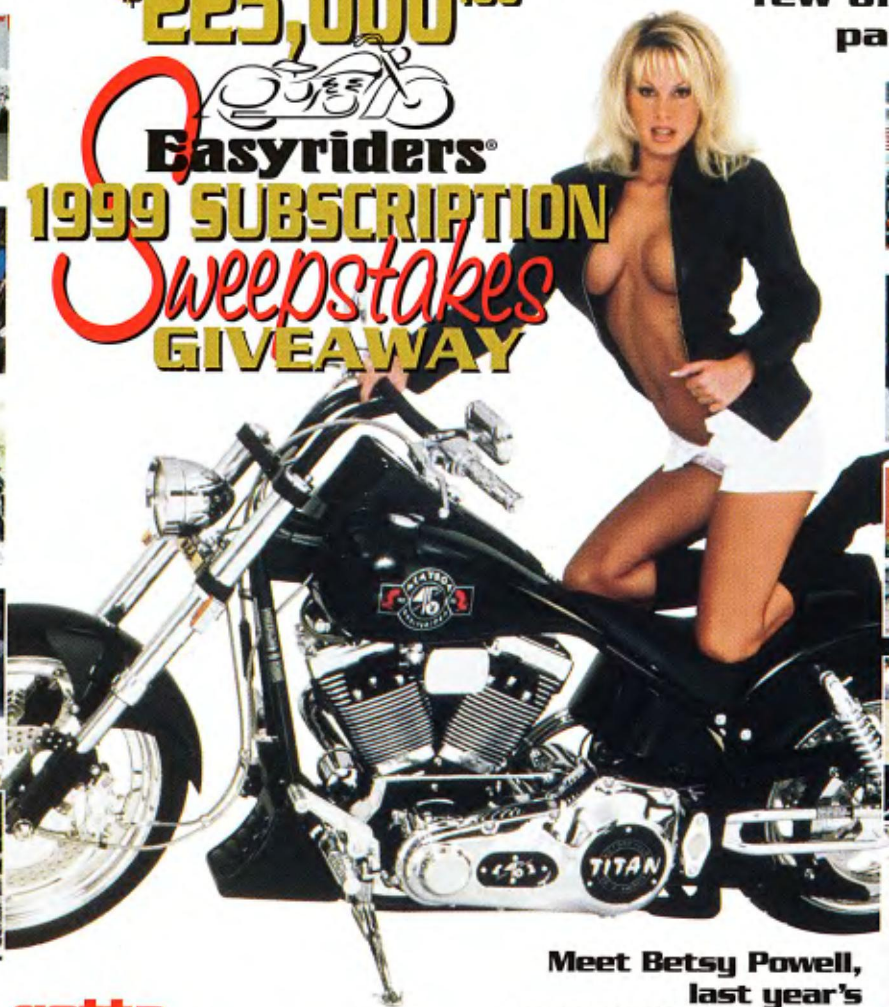

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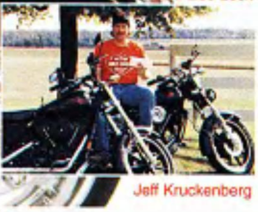
Jeff Kruckenberg

But, you gotta enter to have a chance.

Meet Betsy Powell, last year's GRAND PRIZE WINNER of a Pure Steel® Custom Motorcycle.

OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the 1999 $225,000.00 Easyriders Subscription Sweepstakes Giveaway, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 1999. Paisano assumes no responsibility for lost, misdirected or late mail.
2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,204 prizes — 1 Grand Prize, 1 First Prize, 1 Second Prize, 1 Third Prize, 100 Fourth Prizes, 100 Fifth Prizes, 500 Sixth Prizes, and 500 Seventh Prizes. The $15,000.00 cash option is in lieu of only the Third Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $228,000.00.
3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.
4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKE ARE THE RESPONSIBILITY OF THE WINNERS.
5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., 1999 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050.

NO PURCHASE NECESSARY TO WIN.

You could be a winner too!

Daytona Survival Guide

None of us was around when it happened, but every year the story comes up about a guy named Glenn Curtiss who slapped an 8-cylinder blimp (as in Goodyear) motor into a 7-foot-long frame, took it down to Daytona, and rode over 130 mph along Ormond Beach ... with no brakes. He did it back in 1910 or so (about 30 years before Bike Week began), setting an unofficial World Land Speed Record. Now that guy was a biker.

OK, so Daytona has changed a bit over the years. You can't chase seagulls with the throttle wide open, beer is more than a nickel a glass, and lap dances have become something of a pricey entrée on gentlemen's club menus. But, hey, it's the launching of spring, it's a helluva lot more fun than watching your bottle of Stoli freeze in the driveway, and the tan lines are just beginning to form.

Photos: Mike Lichter, Pat Randle

At nearly half a million strong, the Daytona Bike Week crowd offers a show in itself. Start at the Camel Roadhouse—check out their babes, bikes, and booths. Hit the new Daytona Easyriders store (there are two of 'em in town now) that'll be springin' up. Check out the Easyriders Pavilion on Beach Street (across from Daytona H-D). Peruse the slew of vendors, merchandise, and long-legged fashion representatives (whoa, daddy). Park it at the Easyriders Boardwalk Bike Show on Saturday for some creative inspiration. Ride the beach (as you newbies must) and lose your mind over the unbelievable women. Cruise Main Street and smoke the tires. Explore the hundreds of vendors at bike shops all over Daytona (they are listed further into this guide). Then close the bars from Ormond Beach to South Daytona. But take notes, 'cause when it's all through, yer gonna need 'em...

As always, dates, exhibitors, times, and locations are subject to change. Hang loose and it'll all fall into place. Even with nearly 500,000 people, there's some method to the madness. Hey, it works. Meanwhile, log onto officialbikeweek.com to keep current with the helpful Daytona Chamber of Commerce Web site. You can also grab a copy of the "Official Bike Week Pocket Guide" upon arrival in the land of sun and fun.

So if you've never been, dial in your vacation time *now*. If you've been before ... step back two sentences. And don't forget that extra lid, 'cause the only thing more boring than a big fish story is a "ya shoulda seen the blonde who got away" whine. Captain Ahab went after Moby Dick prepared with plenty of attitude. Do the same at Bike Week, and there's no tellin' what kinda tale you'll have to tell.

—Captain Trash

1999 Is Gonna Be A Doozy ...

DAILY EVENTS

February 26 - March 7

BIKE WEEK WELCOME CENTER
503 Main St. • 10 a.m.-10 p.m. • (904) 255-0981

EASYRIDERS OF DAYTONA
Ground zero for Bros Club benefits and Easyriders parties. Food, drink, live music, and more. A new (and bigger) Easyriders store is scheduled to open during Bike Week, so ask at the Main Street store for more info • 11 a.m.-8 p.m. • 605 Main St. • Daytona Beach • (904) 238-1645

VQ BIKERS BALL
Wed., March 3 - Sat., March 6
OK, so it ain't daily. Doesn't matter. You high-rollers will not wanna miss this charity event that's been written up by no less than the *Robb Report*. You get VIP credentials to the kick-off Bikers Ball cocktail party, a bike lap around Daytona Speedway, and an invitation to the Victory Lane party. This one can't be beat. Call Carrie Repp: (800) 962-2420.

EASYRIDERS TRUCKS
You can't miss the Big Purple Machines, and you wouldn't wanna! Merchandise, T's, and more at two locations: Iron Horse Saloon (1068 N. US 1, Ormond Beach) and across from Miller's Custom Parts (1863 S. Ridgewood Ave., S. Daytona).

CAMEL ROADHOUSE
It's a tour, it's a party ... it's a touring party! The Camel Roadhouse is featuring four of the nation's top custom bike builders' two-wheeled creations (Dave Perewitz, Donnie Smith, Ron Simms, and Titan), along with displays from Performance Machine, Samson, Danny Gray, JIMS, and motorcycle artist Eric Herrmann. Bikes will be seen at Daytona H-D, and the Camel Roadhouse bands will be featured at the Full Moon Saloon (Main and S. Wild Olive).

DAYTONA INT'L SPEEDWAY
Ticket Information: (904) 252-BIKE

ABATE OF FLA. CAMPGROUND
Showers, beverages, food, vendors, Security, no hook-ups •Volusia County Fairgrounds • (407) 668-5006

GILLY'S PUB 44
Bands, vendors, food, contests, prizes ... SR 44, New Smyrna Beach • (904) 428-6523 • www.pub44.com

JACKSON HOLE SALOON
Bands, BBQ, steak, oyster bar, bonfire, 1½ acres of secure parking • 1081 N. U.S. 1, Ormond Beach • (904) 673-6996

SLY FOX INN
Bands, beer garden, BBQ, vendors, steak, seafood, full bar • 2842 S. Ridgewood Ave., S. Daytona • (904) 767-0078

BIKERS REWARD
Bike wash, dyno blow-out, vendors, service, parts, special bolt-on service all through Bike Week • 420 N. Beach St., Daytona Beach • (904) 323-0880

BOOT HILL SALOON
Live music daily, food, vendors, airbrush, beer garden, contests, exhibits • 310 Main St., Daytona Beach • (904) 258-9506 www.boothillsaloon. com

IRON HORSE SALOON
Food, vendors, Wall of Death, concerts, free draft daily, burnout pit, security. 8:30 a.m. - 3 a.m. • 1068 N. US 1, Ormond Beach • (904) 677-1550

THE NEW MARKER 32
Bike Week Concert Series & Celebration: noon till 2 a.m. • 849 Ballough Rd., Daytona Beach • (904) 239-0682

BIKER'S DEPOT
Food, music, prizes, vendors • 812 W. Int'l Speedway Blvd., Daytona Beach (904) 226-1222

SPIDER'S SWAPATONA
Swap meet daily: 10 a.m.-6 p.m. Daytona flea market • (800) 262-6946

SQUEEZE IN PUB
Bands, vendors, contests. • 5005 S. Ridgewood, Port Orange • (904) 760-2564

BULOW RV RESORT/CAMPGROUND
Food, drinks, contests, bands • Flagler Beach • (800) RV BULOW

CRAZY HORSE CAMPGROUND AND SALOON
Thirty acres of RV & tent sites, food, entertainment • Daytona Flea Market (904) 253-3330

BANK & BLUES/DIRTY HARRY'S OUTBACK/FULL MOON SALOON
Daily contests and live bands • Main Street, Daytona Beach • (904) 257-9272

CARL'S SPEED SHOP
Performance Center & Motorcycle Mall: Latest in performance parts and accessories, state-of-the-art dyno tuning and testing, and product seminars • 390 N. Beach St., Daytona Beach • (904) 258-3777

HIGHLANDER OUTPOST
Bike show, live music, on-site distributors and manufacturing center, food, full bar • 1821 S. Ridgewood Ave., S. Daytona • (904) 322-0320

CJ & CJ WAY OUT INN
Breakfast, music, full bar, food • 5934 S. Ridgewood, Port Orange • (904) 761-7304

FIRST TURN BAR & GRILL
Bands, vendors, contests, drink specials, over 4 acres of secured parking • 5236 US 1, Port Orange • (904) 788-5434

COWBOYS SALOON
Home of Davey Johnson 16-oz. steaks, 1-lb. pork chops, same prices year-round. • 540 N. Dixie Freeway, New Smyrna Beach • (904) 426-8611

DAYTONA H-D MOTORCYCLE EXPO
Bands, BBQ, beer garden, vendors, helicopter rides, Camel Roadhouse • Riverfront Park, Daytona Beach • (904) 253-BIKE

SMILEY'S TAP
All-you-can-eat-buffet: 1-9 p.m. ($5) • N. US 1, Ormond Beach• (904) 677-9609

GOOD TIME CHARLIE'S
Drink specials, contests, prizes • 1401 S. Ridgewood, Edgewater • (904) 424-1730

CHEYENNE SALOON
Food, drinks, contests, bands, camping. Hwy. 17 S, E. Palatka • (904) 328-9216

BIKING ON THE BOULEVARD
Entertainment, vendors, BBQ, bike shows • Bethune Blvd. • Historic District Daytona Beach

DRANKIN' BARS

ART'S PLACE
World-famous Art burgers, BBQ, bands, horseshoes, miniature golf, raffles, scenic runs and tours • 5115 N. Hwy. 17, DeLeon Springs • (904) 985-5151

BANK AND BLUES CLUB
Lotsa good music in dem halls • 701 Main St., Daytona Beach • (904) 257-9272

BILLY BOB'S COUNTRY NIGHTCLUB
Yee haw! BBQ, bands, more • 2801 S. Ridgewood Ave. (US 1) S. Daytona (904) 756-0448

BOOT HILL SALOON
A Daytona party institution • 310 Main St., Daytona Beach • (904) 258-9506

FROGGY'S
Hard-core party central • 800 Main St., Daytona Beach • (904) 253-0330

FULL MOON SALOON
Get your ya-yas here • 9 S. Wild Olive, Daytona Beach • (904) 257-8661 I

GILLY'S PUB 44
Filled with talent that'll put some pep in your tent • 1889 SR 44, New Smyrna Beach • (904) 428-6523

IRON HORSE SALOON
If you miss this, you've missed Daytona 1068 N. US 1, Ormond Beach (904) 677-1550

JACKSON HOLE SALOON
Wet T-shirt contest, daily blues band, antique bike show • 1081 N. US 1, Ormond Beach • (904) 673-6996

LAST RESORT
Daily live bands, vendors, and very cold beer • 5812 Ridgewood Ave. (US 1), South Daytona • (904) 761-5147

MAIN STREET CAFE/AL'S ALLEY PUB
Busy place, lotsa music • 821 Main St., Daytona Beach • (904) 257-2323

RINGSIDE
Where men are men and Miss Ringside loves 'em! •116 E. Dunlawton Ave., South Daytona • (904) 788-6633

SMILEY'S TAP
A 100-percent biker bar, bar none • 1161 N. US 1, Ormond Beach • (904) 677-9609

SOPOTNICK'S CABBAGE PATCH
Bands, bike camping ($5/day), and more 549 Tomoko Farm Rd., New Smyrna Beach • (904) 427-2659

SQUEEZE INN PUB
Drink specials, bands, contests • 5005 S. Ridgewood Ave. (US 1), S. Daytona (904) 760-2564

HAPPY HOOTER BARS

(Where women are worshipped. Yes, really...)

BOTTOM'S UP CLUB
Clothing-optional stage, BBQ out back 2396 N. US 1, New Smyrna Beach (904) 427-0364

MOLLY BROWN'S
Semi-nekkid girlies • 542 Seabreeze Blvd., Daytona Beach • (904) 255-5966

PANDORA'S BOX
Breasts forever! • 319 2nd Ave., Daytona Beach • (904) 252-9163

SHARK LOUNGE
Strippers galore • 730 Int'l Speedway Dr., Daytona Beach • (904) 258-1230 →

SHINGLE SHACK
Mammalian protuberances (God bless you, Zappa) • 640 N. Ridgewood, S. Daytona • (904) 252-3584

WUZ UP DEPARTMENT

FEBRUARY 26

The Cabbage Patch Welcome Party
Definitely not for the faint of heart ... 549 Tomoka Rd. & Pioneer Trail Samsula • (904) 427-8969

FEBRUARY 28

Jam-On American Motorcycle Auction
It'll be anything but silent • Registration 10 a.m.-7 p.m. • Volusia County Fairgrounds • (301) 336-2100

24th Annual Bike Week Pig Roast
It's all about pork, the other white meat 1 p.m. • Smiley's Tap, N US 1, Ormond Beach • (904) 677-9609

WEDNESDAY, MARCH 3

Spider's Show of World's Most Unusual Motorcycles
And they mean it! • Daytona Flea Market (800) 262-6946

The Cabbage Patch
Coleslaw Wrestling, noon. Miss this and you might as well just sell your bike and become a civilian • 549 Tomoka Rd. & Pioneer Trail • Samsula • (904) 427-8969

THURSDAY, MARCH 4

Gilly's Pub 44
Bike Bash: rompin' stompin', rice burner whompin' • noon till midnight • SR 44, New Smyrna Beach • (904) 428-6523

FRIDAY, MARCH 5

Boardwalk Association Ride-In Bike Show
Registration: 8 a.m.-10 a.m. • Awards presentation: 4 p.m. • Enter onto the Boardwalk from corner of Main and Ocean • (904) 253-0254

JB's Fish Camp
Clam Bake: bands, reggae by the river 44 E to A1A S, end of the beach on river side • New Smyrna Beach • (904) 427-5747

MARCH 1-MARCH 5

Brute Horsepower Shoot-out
Draw down on the top dyno dogs • AMI Campus: 9:30 a.m.-4 p.m. • 3042 W. Int'l Speedway Blvd. (I-95 & US 92), Daytona Beach • (904) 255-0295

AMI Campus
Could be the start of a whole new career. Beats tendin' or bendin' sheep! • Open house and tours: 9 a.m.-5 p.m. • 3042 W. Int'l Speedway Blvd., Daytona Beach (I-95 and US 92) • (904) 255-0295

MARCH 2-6

Harley-Davidson Motorcycle Show
'99 models, fashions, accessories • Ocean Center, Daytona Beach • (904) 254-4500

MARCH 3-6

VQ Bikers Ball
The 4-day charity event you don't wanna miss • Call Carrie Repp: (800) 962-2420

MARCH 4-7

Daytona Swap Meet
No, ya can't ditch the ol' lady here ... 10 a.m.-6 p.m. • Volusia County Fairgrounds • (301) 336-2100

SATURDAY, MARCH 6

Easyriders Boardwalk Classic Bike and Bikini Show
Free to the public; 60 trophies/20 classes; $500 Best of Show. Winners featured in *Easyriders*. There's a calendar girl contest, too, with 1-3 place winners; top prize $200, plus being featured in the *Easyriders* 2000 swimsuit calendar Registration: 8-11 a.m. ($10/person) • On the boardwalk at Main • (904) 253-0254

Rat's Hole Custom Chopper Show
Girlies, choppers, prizes. You might even get to go to Germany ... Yahh! Ocean Center, Daytona Beach • (904) 257-1824 • (813) 327-0666 • www.ratshole.com

Daytona Beach Community Foundation
Custom bike drawing to benefit Bike Week Festival Task Force • Location TBA

SUNDAY, MARCH 7

Daytona 200 by ARAI
Vrrrroommm! Damn, where'd he go? Daytona Int'l Speedway • (904) 252-BIKE

Blessing of the Bikes
There are no atheists in a sharp, gravely, high-speed turn, so ... St. Paul's Catholic Church • US Hwy. 1, Daytona Beach 7:30 a.m., ride to Bellair Plaza for parade start • (904) 255-0981

Annual Harley-Davidson Parade
Spit some confetti, crack the drag pipes, and say thanks to Daytona • Leaves from Bellair Plaza • 9 a.m. • (904) 255-0981

Gilly's Pub 44
Hasta Luego Party: contests, prizes, bands, Serenity House/Pop Aguiar Scholarship Bike Giveaway, 6 p.m. • SR 44, New Smyrna Beach • (904) 428-6523

Jackson Hole Saloon
Survivor's Party • 1081 N. US 1, Ormond Beach • (904) 673-6996

Boot Hill Saloon
Bloody Sunday Grand Finale. Pile in and make a last-minute new breast friend Main Street • (904) 257-2007

The Cabbage Patch
Survivor's Party: all day. Bring a megaphone and yodel your ass off. Be different, dammit • 549 Tomoka Rd. & Pioneer Trail • Samsula • (904) 427-8969

First Turn Bar & Grill
Adios—Tiki Bar madness • 50-somethin' S. Ridgewood (really, that's how they answered the phone) • (904) 788-5434

RACING —DAYTONA INTERNATIONAL SPEEDWAY

Info: (904) 252-BIKE

MONDAY, MARCH 1-2
AHRMA Vintage Motorcycle Races

THURSDAY, MARCH 4
Arai Qualifying Day for the Daytona 200 by Arai AMA Superbike Classic

FRIDAY, MARCH 5
37th International Lightweight 100k AMA 250 Grand Prix Race • 12th Teamline 750 SuperSport AMA Race

9th AMA National Hot-Shoe Dirt Track Race • Daytona Beach Municipal Stadium

SATURDAY, MARCH 6
11th AMA Grand National Kickoff Daytona Beach Municipal Stadium

SUNDAY, MARCH 7
58th Daytona 200 by Arai AMA Superbike Classic • 13th 600 SuperSport International Challenge • 100k AMA Race

GIT IT FIXED (BUT NOT IF IT AIN'T BROKE) DEPARTMENT

ALL AMERICAN BIKE & CAFE
695 Mason Ave., D.B. • (904) 257-2228

BAS CYCLES
4251 Spruce Creek Rd, Port Orange (904) 767-1993

CHOPPERS WORLD
618 Main St., D.B. • (904) 252-1922

CLAUDE'S MOBILE CYCLE SERVICE
1111 Derbyshire Rd., D.B. • (904) 255-0566

CLAUDETTE & DUSTY'S CYCLES
614 Main St., D.B.• (904) 254-8431

CORBIN
14 Main St., D.B. • (904) 258-8191

CYCLE ACCESSORIES
712 N. Beach St., D.B. • (904) 255-4255

CYCLE GOODIES
300 Ridgewood Ave., Holly Hill • (904) 258-5691

DAYTONA AMW, INC.
118 E. Fairview Ave., D.B. • (904) 257-7000

DAYTONA BLACKGOLD CYCLES
541 Ballough Rd., D.B. • (904) 258-8020

DAYTONA HARLEY-DAVIDSON
290 N. Beach St., D.B. • (904) 253-2453

DAYTONA IMPORT-EXPORT
1633 State Ave., Holly Hill • (904) 673-1921

MAGNUM CYCLES
612 N. Ridgewood Ave., D.B. • (904) 253-1398

MILLER'S CUSTOM PARTS
1863 S. Ridgewood Ave., D.B. • (904) 761-0858

PERSONAL CYCLE SERVICE
594 Ballough Rd., D.B. • (800) 435-7039

PRINKEY'S USED BIKES
5840 S. Ridgewood Ave., Port Orange (904) 322-5533

ROBISON'S SALES & SERVICE
508 W. Int'l Speedway Blvd., D.B. (904) 255-6788

PEEN'S PRECISION MOTORS
420 N. Beach St., D.B. • (904) 252-9569

RUSSELL'S CYCLE CARE
2514 N. Dixie Freeway (US1), New Smyrna Beach • (904) 427-6001

SLICK CYCLE TONY'S HACIENDA
207 Dunlawton Ave. (U.S. 1 and Rt. 421) Port Orange • (904) 760-4456

BIKE HAULIN' AND SCOOTER RENTALS 101

You guys on a short time leash, do whatcha can to make the parties and not sit at home moanin' about it. The following shippers are on your side with that one. If ya'd rather just show up and roll, the rental folks will getcha dialed in with the swipe of a credit card.

MOTORCYCLE SHIPPERS

BLACK HILLS H-D
(605) 342-9362

ROGERS TRUCKING
(615) 451-4872

AUTO SHIPPING INTERNATIONAL (INT'L ONLY)
(310) 544-0400 • (800) 466-2744

BERKLAY AIR SERVICES
(800) 254-4422

D&D MOTORCYCLE SERVICE
(800) 282-0507

FEDERAL COMPANY
(800) 747-4100

LIBERTY BIKE SHIPPING
(800) 640-4487

U.S. EXPRESS, INC.
(800) 468-1012

GOLDRUSH MOTORSPORTS
(702) 255-2808

AMTRAK
(800) USA-RAIL

MOTORCYCLE RENTALS

WEST COAST

WESTERN STATES MOTORCYCLE TOURS
Phoenix, Az. • (602) 943-9030

CALIFORNIA CRUISERS
Beverly Hills, Calif. • (800) 289-9593

RTE. 66 RIDERS
Marina del Rey, Calif. • (310) 578-0112 (888) WE RENT-MC

DUBBELJU MOTORCYCLE RENTALS
San Francisco • (415) 495-2774

NORTH AMERICAN TOURS
Las Vegas • (702) 434-0200

ADVENTURE MOTORCYCLE TOURS
Las Vegas • (702) 644-7600

RIDE THE DREAM, INC.
Santa Fe, N.M. • (800) 460-9575

EAST COAST

STREET EAGLE MOTORCYCLE RENTALS
Largo, Fla. • (813) 524-7999

IMAGE RENTALS
Orlando, Fla. • (407) 855-6325

ROLLING THUNDER RENTALS
Ft. Lauderdale, Fla. • (305) 441-0952

BUDGET RENTALS
Daytona Beach, Fla. • (888) RENTHD3

EAGLE RIDER MOTORCYCLE RENTAL
Orlando, Fla. • (800) 501-TOUR

REBEL MOTORCYCLE RENTAL
(888) SD-REBEL

TOWING/BROS CLUB

Unless you have amazing powers of persuasion and are able to con your best friend, your ol' lady, or your best friend's ol' lady, you ain't gonna be escorted around Daytona by a chase vehicle. For the price of two bottles of JD, you can have a tow truck anywhere in the USA at your beck and call. BROS Club membership is available by calling (800) 547-2767. Then, when the proverbial squirrel of misfortune does find its way between your tires, call (800) 325-9028.

HOME AWAY FROM HOME: CAMPING/HOTEL LISTINGS

Campfires and maid service ... now that'd be a perfect world. The following listings give you one or the other, with more sites and rooms than we've ever listed before. And if you happen to come across a place that *does* offer both of the above ... yeah, like you're gonna call us up and let us know. More likely, it'll be a Polaroid of some tart named Mimi dressed up in a French maid 's outfit, changin' the sheets in your tent while she stokes your fire ...

CAMPING

ABATE OF FLORIDA: (407) 668-5006

COASTAL OAKS RECREATION ASSN.
(800) 741-0124

CRAZYHORSE CAMPGROUND
2987 Bellevue Rd., D.B. • (888) GETCRAZY

DAYTONA 200 M/C CLUBHOUSE
Bike-only camping available, clean rest rooms, showers, food available, camping by donation • 1 mile west of I-4 on Hwy. 92, Daytona Beach • (904) 672-3927

THE LOT NEXT DOOR
Corner of SR 415 and Pioneer Trail, next door to the Cabbage Patch • Samsula (904) 428-5459

NOVA FAMILY CAMPGROUND
Home-style atmosphere, secure park 1190 Herbert St. • Port Orange • (904) 767-0095

ORANGE ISLE CAMPGROUND
3520 S. Nova, Pt. Orange • (904) 767-9170

KOA KAMPGROUND
Bikers welcome • showers, breakfast restaurant, good rates I-4, Exit 54, DeLand/Orange City • (904) 775-3996

MOONSHINE CAMPGROUND
Primitive camping, no hook ups. RV and trailers welcome, clean rest rooms and showers, food, beer, T's, $11/person, per day, 24-hour security • 1725 N US 1, Ormond Beach • (904) 677-1550

BULOW RV RESORT
Flagler Beach • (904) 439-9200

DAYTONA BEACH CAMPGROUND
4601 S. Clyde Morris Blvd. • Daytona Beach • (904) 761-2663

SUNSHINE HOLIDAY CAMPER RESORT
1701 North U.S. 1, Ormond Beach (904) 672-3045

HOTELS & MOTELS

ACAPULCO INN
2505 S. Atlantic, D.B. • (904) 761-2210

ADAM'S MARK DAYTONA RESORT
100 N Atlantic, D.B. • (904) 254-8200

BAHAMA HOUSE
2001 S. Atlantic, D.B. Shores • (904) 248-2001

BEACHCOMER OCEANFRONT INN
2000 N. Atlantic, D.B. • (904) 252-8513

BEACON BY THE SEA
1803 S. Atlantic Ave., D.B. • (904) 255-3619

BEST WESTERN AKU TIKI INN
2225 S. Atlantic Ave., D.B. Shores (904) 252-9631

BEST WESTERN LAPLAYA RESORT
2500 N. Atlantic, D.B. • (904) 672-0990

BEST WESTERN MAYAN INN BEACHFRONT
103 S. Ocean Ave., D.B. • (904) 252-0584

CAPRI MOTEL
832 N. Atlantic, D.B. • (904) 252-2555

CAPTAIN'S QUARTERS INN
3711 S. Atlantic, D.B. • (904) 767-3119

CASA DEL MAR BEACH RESORT
621 S. Atlantic, Ormond Beach • (904) 672-4550

CASTAWAY BEACH MOTEL
2043 S. Atlantic, Daytona Beach Shores (904) 254-8480

CORAL BEACH MOTEL
711 S. Atlantic, Ormond Beach •(904) 677-4712

DAYS INN OCEANFRONT CENTRAL
1909 S. Atlantic, D.B. • (904) 255-4492

DAYS INN SPEEDWAY
2900 W. Int'l Speedway Blvd. , D.B. (904) 255-0541

DAYS INN TROPICAL SEAS OCEANFRONT HOTEL
3357 S. Atlantic, D.B. Shores • (904) 767-8737

DAYTONA BEACH HILTON RESORT
2637 S. Atlantic, D.B. • (904) 767-7350

DAYTONA INNS/BROADWAY
219 S. Atlantic, D.B. • (904) 252-3626

DEL AIRE MOTEL
744 N. Atlantic, D.B. • (904) 252-2563

DESERT INN RESORT MOTEL
900 N. Atlantic, D.B. • (904) 258-6555

EL CARIBE MOTEL
2125 S. Atlantic, D.B. • (904) 252-1558

ESQUIRE MOTEL
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THE BIKE WEEK COUNT-DOWN HAS BEGUN ...

By now, your eyes are fried from all the tiny print, right? Great. The solution? Plan on givin' 'em a break by hittin' the road for some A-dult two-legged salt water taffy. Daytona's surf is up, and the eye candy never looked better.

Where Master Builders Meet The Sea

Last year, during Biketoberfest, Easyriders launched its first Beach Street extravaganza, offering the largest assemblage of product and bike manufacturers under one makeshift roof. The location was perfect, in the park along the inland waterway, across the street from Daytona H-D; the sun was blazing; the food was hot; and the crowds were nonstop.

With a massive pyramid tent and a fabulous handcrafted, Milwaukee Iron-built Easyriders-line bike (see photo below) at the entrance, the new Pavilion was hard to miss. To keep every bike-building enthusiast entertained, we invited the legends of the industry to display examples of their Master Builder expertise. And the builders were there to explain, assist, guide, and mentor builders and enthusiasts from all over the world. The Master Builders included: Arlen and Cory Ness, Dave Perewitz, Donnie Smith, Eddie Trotta, and Cyril Huze. This year's lineup will feature many of the same builders, plus Rick Doss and another surprise builder or two.

In addition to the builders, American-made motorcycles from Titan, Big Dog, and Panzer, along with products from a multitude of companies, including ACCEL, Drag Specialties, Samson, and Mid-USA, were available for review.

Big Dog, California Motorcycle Company, California Side Car, California Customs, Drag Specialties, Mid USA, Polaris, J&P, Panzer, Titan, JIMS, Chrome Specialties, American Ironhorse, and the list goes on, will display their cutting-edge products.

In addition, if we can squeeze them away from their headquarters in Phoenix, El Paso Bar•B•Que will be on hand to stir your appetite with the savory smell and sight of "new Southwest" barbecue.

In addition to the succulent chow, the builders to the stars, and the vast array of American cruisers, we have designed a special commemorative pin for the event and the first 4,000 spectators will get one free, in a specially marked bag, from one of our sultry Easyriders models.

So if you if you make it to this year's run to the sun, stop by and see us on the water's edge, right across the street from Daytona H-D.

WHERE:
290 N. Beach Street (across the street from Daytona H-D)

WHEN:
10 a.m.- 7 p.m., Friday, February 26 – Saturday, March 6

COMPANIES ON DISPLAY:
ACCEL
AIM/NCOM
American Ironhorse
Big Dog
Bikers' Choice
California Motorcycle Company
California Sidecar
Chrome Specialties
Daytec
Drag Specialties
Guident Insurance
JIMS Machine
J&P
Mid USA
Panzer
Polaris
Titan
V Cycle Distributor

MASTER BUILDERS ON SITE:
Rick Doss
Cyril Huze
Arlen Ness
Cory Ness
Dave Perewitz
Randy Simpson
Ron Simms
Donnie Smith
Eddie Trotta

Easyriders Pavilion

TAKIN' AN EGO TRIPP

A KING KONG CUSTOM BY BILLY AND JASON EUBANKS

Jason Eubanks grew up throwin' rocks at lizards during the blazing summers in his hometown of Amarillo, Texas. That might seem pretty commonplace for a young lad growing up in the Lone Star state, but Jason is far from ordinary. He also grew up around motorcycles because his father, Billy, pretty much owns the patent on building world-class custom bikes in that part of the world. In fact, Eubanks Custom Builder is a shop that cranks out one complete ground-up, kick-ass custom per month and every one of them sports a mind-melting paint job by Jason.

The scoot you are no doubt drooling over on these pages is one such miraculous ride. But unlike the many marvelous masterpieces that roll out of the Eubanks shop, this one is owned by Jason himself. It is also the marketing centerpiece of a wonder works known as Ego Tripp billet parts by Texas Precision Manufacturing. Ego Tripp is the division of Texas Precision that does truly imaginative billet work for bikes.

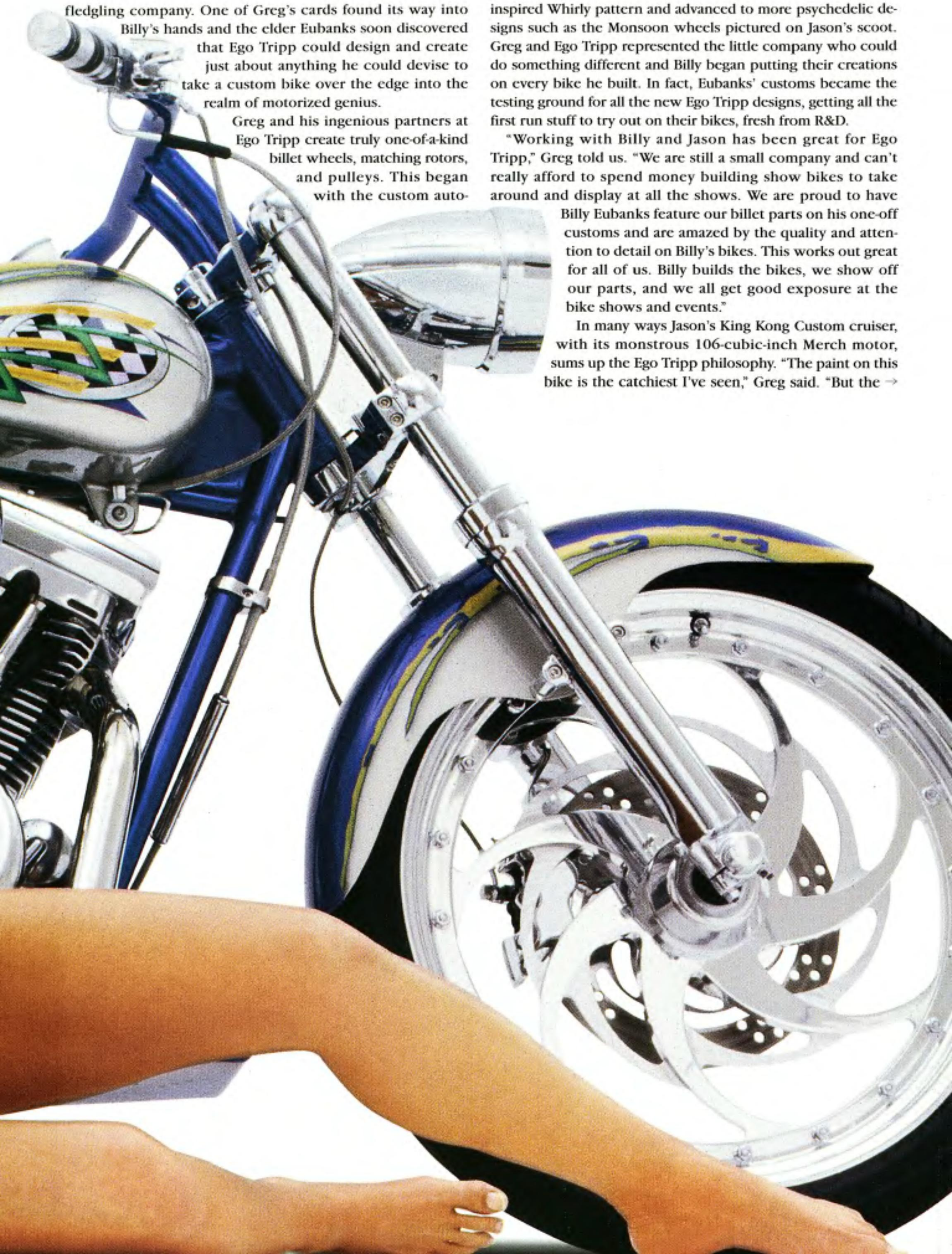
This is where our two-wheeled tale takes a sharp left turn. Ego Tripp manufacturing designer Greg Hoeve had long been impressed by the quality of the bikes Jason and Billy Eubanks create. One day Greg took a billet cardholder he made down to the local Harley dealership and placed a bunch of his business cards in the holder, in hopes of conjuring up some interest in his

fledgling company. One of Greg's cards found its way into Billy's hands and the elder Eubanks soon discovered that Ego Tripp could design and create just about anything he could devise to take a custom bike over the edge into the realm of motorized genius.

Greg and his ingenious partners at Ego Tripp create truly one-of-a-kind billet wheels, matching rotors, and pulleys. This began with the custom auto-inspired Whirly pattern and advanced to more psychedelic designs such as the Monsoon wheels pictured on Jason's scoot. Greg and Ego Tripp represented the little company who could do something different and Billy began putting their creations on every bike he built. In fact, Eubanks' customs became the testing ground for all the new Ego Tripp designs, getting all the first run stuff to try out on their bikes, fresh from R&D.

"Working with Billy and Jason has been great for Ego Tripp," Greg told us. "We are still a small company and can't really afford to spend money building show bikes to take around and display at all the shows. We are proud to have Billy Eubanks feature our billet parts on his one-off customs and are amazed by the quality and attention to detail on Billy's bikes. This works out great for all of us. Billy builds the bikes, we show off our parts, and we all get good exposure at the bike shows and events."

In many ways Jason's King Kong Custom cruiser, with its monstrous 106-cubic-inch Merch motor, sums up the Ego Tripp philosophy. "The paint on this bike is the catchiest I've seen," Greg said. "But the →



overall design is bare bones, no mirrors, no turn signals, nothing except clean, functional design. The same attitude goes into every part Ego Tripp designs." Greg told us that he starts with the end of the bike and works his way toward the middle. The wheels and matching components come first, but be on the look out for new integrated Ego Tripp-designed derby covers, cam covers, inspection covers, and more in the near future from this growing company.

With untapped imagination driving the father and son Eubanks team and innovation steering the crew at Ego Tripp, the future looks as vast as the endless Texas sky.

Ego Tripp can take your company logo or special design and incorporate it into their billet wheels and parts for a truly one-of-a-kind signature for your bike. Give Greg a call at (806) 741-1166.

—Phantom

Easyriders

passin' gas

A snockered, hard-partying biker staggers into a Daytona diner at 3 a.m. and orders a scrambled eggs breakfast plate. The waitress, suspecting they've run out, goes back to ask the cook, "Hey, Gus, we got any more eggs?"

Gus replies, "Nope, we sold the last of the fresh eggs during the midnight rush—all I got left here is two rotten ones."

The waitress says, "What the hell, go ahead and give him the rotten eggs—this guy's so bombed he'll never know the difference."

So Gus scrambles up the spoiled eggs and heaps on hash browns, sausage, and toast. The shit-faced bro is so hungry he wolfs down the breakfast without comment.

But as he's paying his tab at the cash register, he asks the waitress, "Where'd you get those eggs?"

"We have our own chicken farm," she says.

The biker asks, "Do you have a rooster on that farm?

"No."

"Well, you'd better get one," he says, "because some skunk is fuckin' your chickens."

Tangerine Maelene
Lafayette, Ind.

Newt Gingrich, Bob Dole, and Bill Clinton found themselves in the Land of Oz. They followed the yellow brick road until they met the Wizard, who granted each of them a wish.

Gingrich asked for and was given a brain; Dole asked for and was given a heart; Clinton was undecided. Finally, Slick Willie looked at the Wizard and asked, "Say, is that young lady and her dog still around?"

JLWJ
Milford, Conn.

A *true story*: A soldier serving overseas received a "Dear John" letter from his girl back home, who wrote to say she was breaking off their engagement and that she wanted her photograph back.

The dumped GI promptly made the rounds of the barracks and collected from his buddies all the unwanted photographs of women he could find. He bundled them all together and sent them to her with the following note: "Regret I cannot remember which one is you ... please keep your photo and return the others."

Morris the Cat
Yankeeland

After watching sales fall off for three straight months at Kentucky Fried Chicken, the Colonel calls up the Pope and asks for a favor.

The Pope asks what he can do for the Southern fast-food magnate, and the Colonel says, "Your Holiness, I need you to change the official daily prayer from, 'Give us this day our daily bread' to 'Give us this day our daily chicken.' If you do it, I'll donate $10 million to the Vatican."

The Pope replies, "I'm sorry, but that's the Lord's Prayer, and I cannot change the sacred words." So the Colonel hangs up.

After another month of dismal sales, Colonel Sanders panics and calls again. "Listen, Your Excellency, I really need your help. I'm now ready to donate $50 million if you change the words of the Lord's Prayer from 'Give us this day our daily bread' to 'Give us this day our daily chicken.' Whaddaya say?"

Sadly, the Pope responds, "It's very tempting, Colonel. The church could do a lot of good with that much money, and it would help us to support many charities, but again I must decline. It is the holy Lord's Prayer, and I can't change the words." So the Colonel hangs up again.

After two more months of terrible sales, the Colonel gets really desperate. "OK, this is my final offer, Popester—if you change the words from 'Give us this day our daily bread' to 'Give us this day our daily chicken,' I'll donate *100 million bucks* to the Vatican."

The Pope replies, "Well, let me get back to you."

The next day, the Pope calls together all his bishops and announces, "I have some good news, and I have some bad news. The good news is that Kentucky Fried Chicken is going to donate $100 million to the Vatican."

The bishops rejoice at the news, then the Pope holds up a hand. "The bad news is that we've lost the Wonder Bread account."

Big Bill
On Top

Sportster Suzie planned to enter her dog in the annual American Kennel Club competition's smooth-haired-breed category. To try to give her pooch an edge over the other dogs, she rode down to the drugstore for some extra-strength hair remover.

The pharmacist handed over the depilatory cream and advised her, "Just remember to keep your arms up for at least five minutes."

"Uh, it's not for my armpits," said Sportster Suzie, somewhat embarrassed. "It's for my Chihuahua."

"Well, in that case," said the pharmacist, "better not ride that bike of yours for a few hours afterward."

Brass Balls
US of A

Soon after his wedding, Curly laid down the law to his new bride. "I'll be home whenever the hell I want," he said, "and I expect a great dinner to be hot and on the table, unless I tell you otherwise. I'll go boozing, fighting, and riding with the brothers, and I don't want any hassles or any lip from you. Those are my rules," he concluded. "Any comments?"

"No, all of that's OK," said Crusty's bride. "Just understand that there will be sex here at 7 o'clock every night—whether you're here or not."

Laurie
South Gate, Calif.

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Jason Eubanks
City: ....Amarillo, Texas

General
Fabrication: ....Billy Eubanks
Year/make: ....1998 H-D
Model: ....FXR
Assembly: ....Billy Eubanks
Polishing: ....Mike's Metal Polishing

Engine
Year/model: ...1998 Merch Performance
Builder: ....Derrick Drone Tripp's H-D
Ignition: ....Crane
Displacement: ....106 cubic inches
Lower end: ....Merch Performance
Pistons: ....J&E
Cases: ....Merch
Heads: ....STD Dual Plug
Cam: ....653 Red Shift
Carb: ....S&S Super D
Pipes: ....Thunder Header
Modifications: ....JIMS lifters, Ness air cleaner

Transmission
Year: ....1998 Delkron close ratio
Modifications: ....polished cases

Paint
Molding: ....owner
Painter: ....owner
Color/type: ....true-blue pearl/ House of Kolor

Frame
Type: ....FXR
Builder: ....Kenny Boyce Pro Street
Shocks: ....Fox
Modifications: ....35-degree rake, 2-inch stretch

Accessories
Handlebars: ....Billy Eubanks
Fenders: ....Jesse James
Headlight: ....Ness
Taillight: ....LED, Billy Eubanks
Pegs: ....Ness
Foot controls: ....Ness
Gas tank: ....Ness
Oil tank: ....Kenny Boyce
Seat: ....Bobby Fox
Mirrors: ....Ness
Grips: ....Ness

Forks
Type: ....mid glide
Builder: ....Custom Engineering
Modifications: ....4 inches under

Wheels

Front
Type: ....Ego Tripp, Monsoon
Size: 17-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Rear
Type: ....Ego Tripp, Monsoon
Size: 18-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Photos: ....Dick Broun

Greg and Bruce Hoeve of Ego Tripp.

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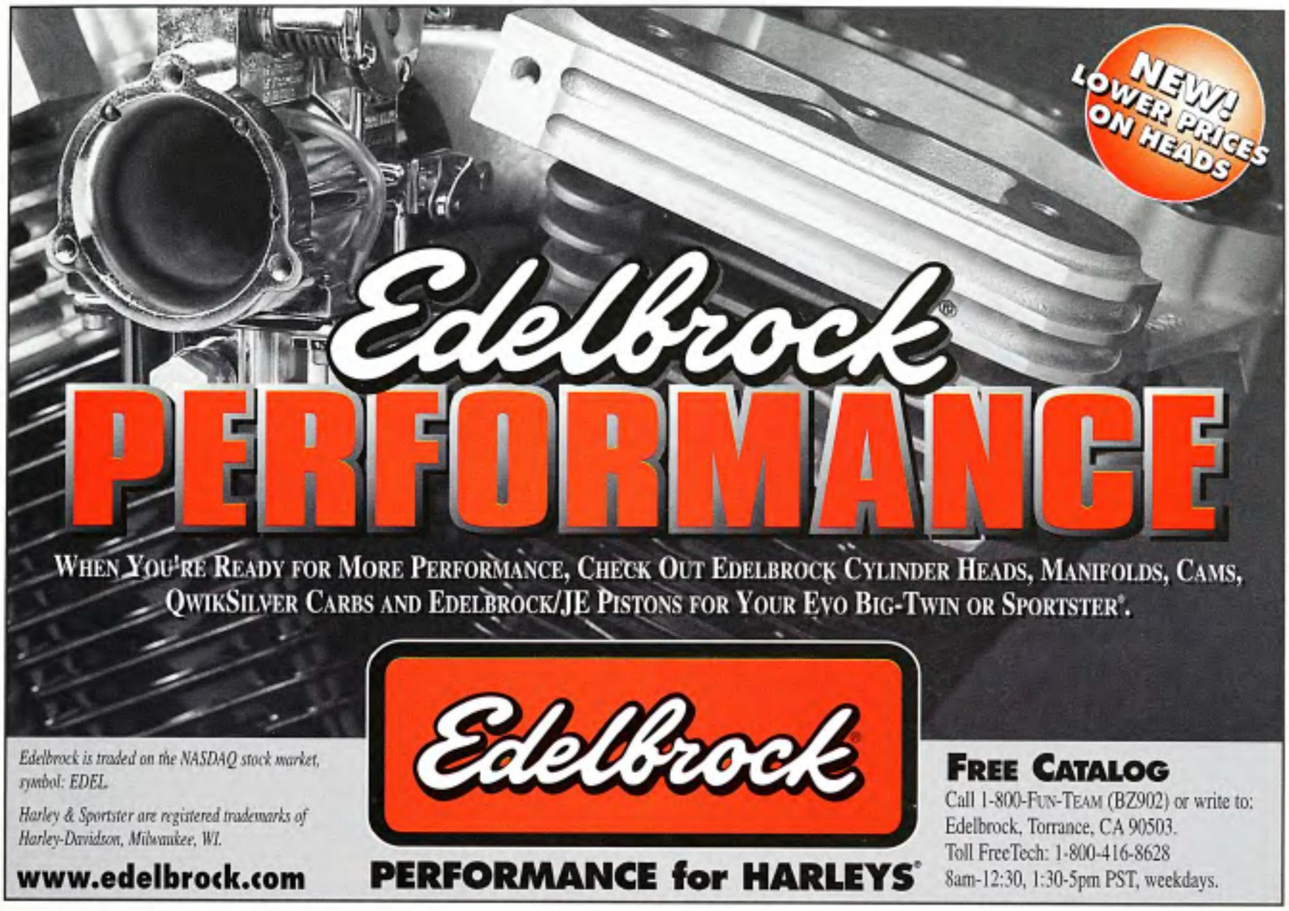
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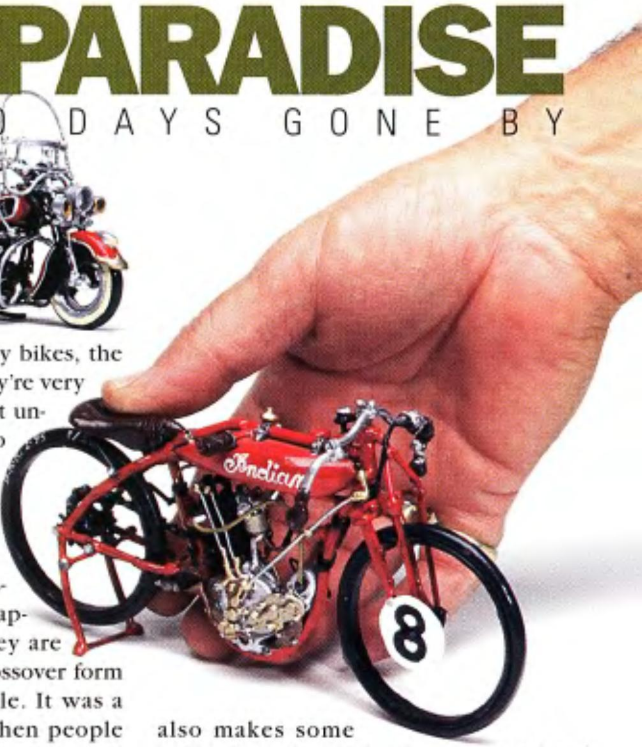
Little Piece OF PARADISE

A METAL TRIBUTE TO DAYS GONE BY



Sure, it's a small world after all, and getting smaller all the time. And while artist Bruce Hebron's world is a bit smaller than most, his is also an ideal world, self-contained and forever locked in early motorized Americana.

For the past 25 years his metallic creations have been affording us glimpses, quick glances of an era gone by, perhaps never experienced by most, but certainly envisioned and idealized by all of us who believe in the concept of the good old days. His fragmentary depictions of what America used to be like, as seen through rose-tinted glasses, show a time when there was no worry about air pollution or oil spills, and people most likely would have locked you away had you tried to warn them of the dangers of ozone layer depletion.

Bruce's three-dimensional metal sketches, such as "1929 Gas Station With Model-A Ford," "Pan-American China Clipper," "Willy's Sunset Drive-In With '32 Deuce Coupe Hot Rod," or even "1950s Gas Station With '57 Chevy" evoke a yearning for those times and locations, idealized or not. They tug at a certain nostalgic hearstring, one that is not unique to Americans alone, either, as Bruce sells his miniature versions of paradise around the world.

But the centerpiece of each of his works of art is invariably the machine, the motorized demigod of transportation in its many and sundry forms. For the past 15 years, motorcycles have been part of this offering, and Bruce has quite an expansive stable of them.

"I build about twenty different bikes," he explained, "anything from an Excelsior and Indian, to a Cyclone or a Harley-Davidson, even a Flying Merkel. I'm particularly fond of the early bikes, the board trackers, because they're very different. Most people don't understand why they used to race on wooden boards, but you have to realize that back then, in the late teens and early twenties, there was no such thing as an asphalted street. And I also appreciate them because they are aesthetically the closest crossover form from bicycle to motorcycle. It was a time of experimenting, when people discovered they could add valves and get more power."

But there are others, more modern examples of two-wheeled machinery in Bruce's stable as well. "I also build bikes from the forties and fifties, Harleys and Indians, some of which are outfitted with machine guns, sidecars, and toy soldiers."

Each of these 8-inch beauties is handmade and takes up to 28 hours to make, beginning from scratch. Bruce also makes some BMWs from World War II that come with soldiers and are cast, so they cost a lot less. Price-wise, we're talking about \$250 to \$300 for a 1920 Flying Merkel board tracker or a 1926 Harley two-cammer "FLXI," up to \$440 for a 1922 Indian "Quick Response" equipped with water hose and chemicals for fire department use, and \$495 for a 1942 Harley-Davidson WLA. In contrast, the 54mm-long Beemers are only \$74 (\$118 with sidecar) and are 90-percent cast. But whether they're handmade by Bruce or cast, they're lovingly and meticulously hand-painted by Bruce's wife, Rosie, a retired police officer who became an artist through working with her husband. She has become an integral part of the Hebron workshop, which is located in the small, central Californian town of Creston, some 15 miles southeast of Paso Robles.

Bruce's enthusiasm for his model bikes stems from the fact that he also owns and rides some life-sized versions. "I have a '54 Bonneville, which I still ride every once in a while, and I have two other ones that I'm not sure what they are," he laughed. "One is a belt-driven something or other, which I got in an alley for five bucks. →

Bruce Hebron and his wife, Rosie.

It's missing a tank and some other parts. The second one is, I think, a Le Ray. All I know is it was built in Wisconsin, but I can't find any reference to it in any literature. The rear of the bike is smaller than the front, and it has a Maytag washer engine, which actually may be original. I think it's from the age of the Whizzers and Hummers."

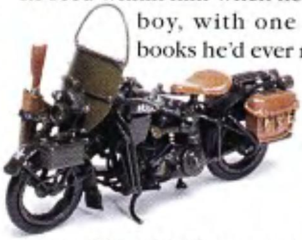
While most of us who own a machine or motorcycle are intrigued by figures of horsepower and torque, rake and trail, metal fatigue and stress resistance, or some other technical aspect of what it is that we drive or ride, Bruce is more concerned about the soul of the machine and the essence of the rider.

"I was listening to a couple of radio jocks some time ago, discussing with their listeners where the soul of an automobile might be," he said. "Most thought it must be the engine. But to me, that's just the heart. The soul, that would be the essence of the car or bike, the essence of its driver."

Pausing for a moment to search for a feasible explanation, Bruce then continued, "My father-in-law—actually, my third one—used to be a delivery boy in his younger years, delivering blueprints and messages all over L.A. on a Harley. He used his equipment for a long time, before he retired it. Now, suppose we had the right piece of electronic equipment, we might still be able to measure this guy's essence, his electric energy on that bike. They were so much part of each other. And that's why I do this work, to try to create the essence, the soul of each machine that I build."

His philosophy, Bruce admits, planted its seed within him when he was a young boy, with one of the first books he'd ever read. "I think it was *Mike Mulligan and Maryanne*, where Maryanne was a steam shovel and Mike its operator." In this book, Maryanne soon was outdated by progress and, after a hole-digging competition, which she lost, was rescued from the junkyard by Mike who had the idea of using her as a power plant for the town's city hall. "From then on," Bruce added, "I was fascinated by the idea of machines having their own life."

Besides, according to Bruce, we are what we create, and people tend to identify us by our equipment. "They see you on the road on a British or Japanese bike, they react toward you in a certain way.



Particularly, Harleys have a very strong image, and even there it depends on what type of Harley you ride ... an old one, a new one, a dirty one. The image people have of you is always different. And oftentimes you are being misjudged, because you may be in a vehicle that you yourself don't identify with, that you have because of circumstances beyond your control. I find the whole psychology relating to men and their machines very interesting."

Bruce says he's always been an artist, but not until he combined

his industrial skills learned in the family business—welding and rebuilding cars and planes—with his innate artist's soul did he find his forte: bending and welding sheet metal and steel into various, three-dimensional and to-scale creations. Some of these are whole scenes, while others are single vehicles—cars, motorcycles, and even military machinery.

An interesting aspect about the latter, Bruce said, is that "a lot of my military customers, who are usually guys born around the end of the second World War and are now fascinated with that war. Ironically, they are interested in German equipment from that period, like planes, tanks, bikes, and such, while there is virtually no interest for Japanese equipment or that of our allies, the French, Italians, or Russians. To them, the German articles are snazzy, they have style, and so they buy mostly those. Some even actually apologize for their preference."

There are no apologies necessary, however, for liking what can only be termed as art with soul and, in our case, especially the two-wheeled kind. These links to days gone by are the epitome of an enthusiast's collectibles and look great no matter where they stand: on the desk, the fireplace mantle, or somewhere near the work bench in a garage. Upon entering, a stranger would immediately feel welcome, endorsed by the essence this wonderful sketch of earthly paradise emanates, taking him back to a time when the world was, well ... bigger.

—Red Baron

More info or a whole list of available pieces of Bruce and Rosie's art are available from The Metal Shed, 3351 Stage Springs Rd., Creston, CA 93432; (805) 238-1662.

Photos: Markus Cuff

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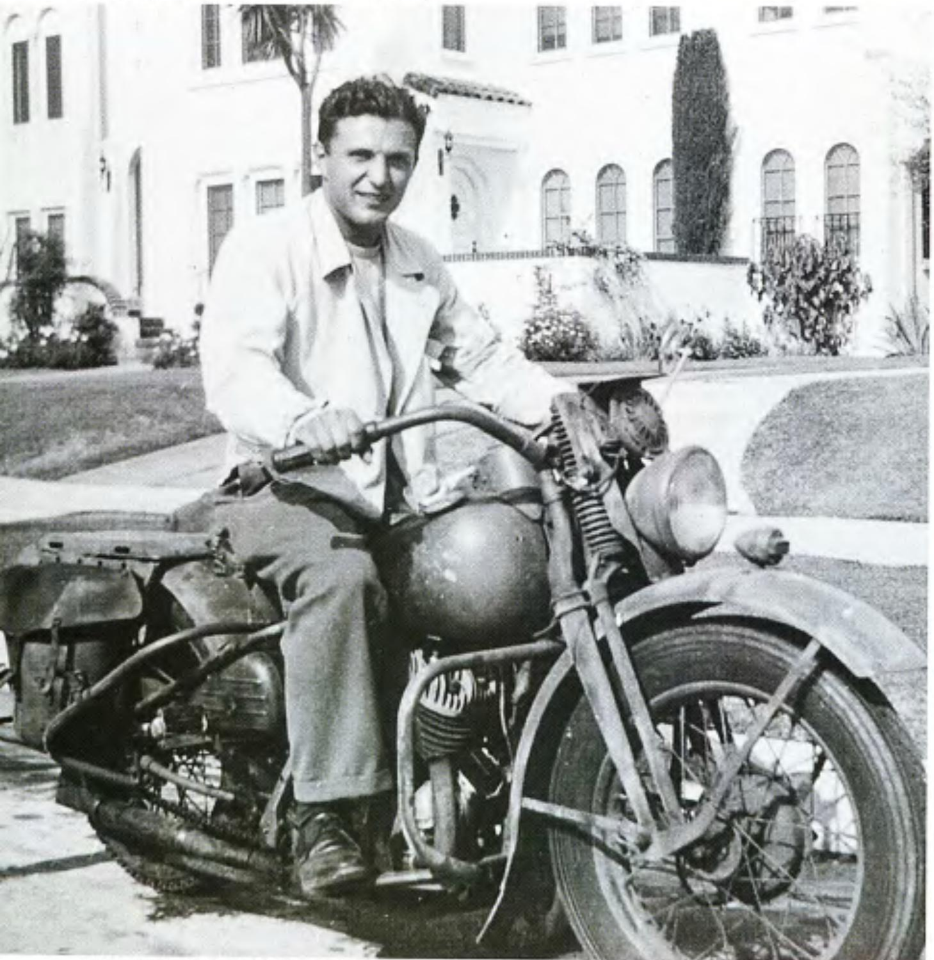
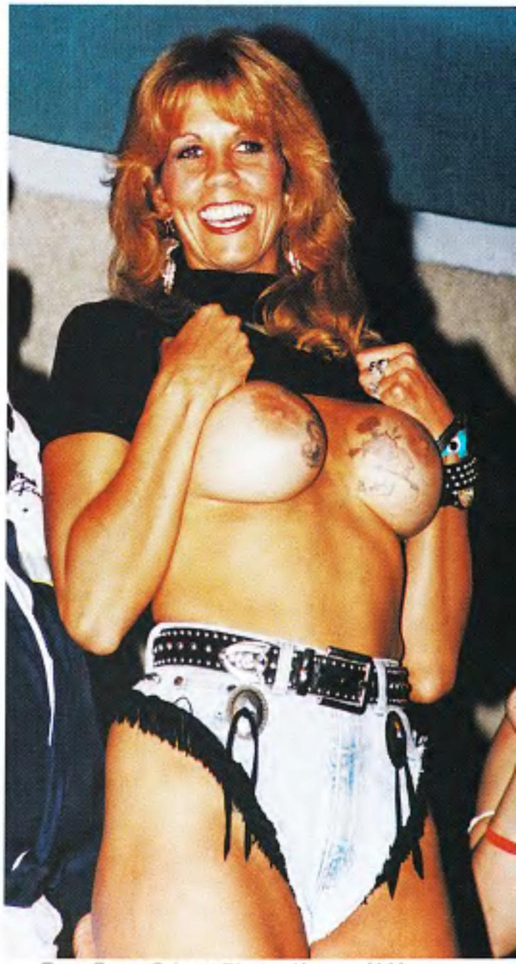
Carl Christiansen feels the heat of defeat aboard Iron Solution. —*Billy Tinney,* Easyriders *Rodeo, Fowlerville, Mich.*

Puttin' princess rides her white knight. *—Bret Brandt, Waterloo, Iowa*



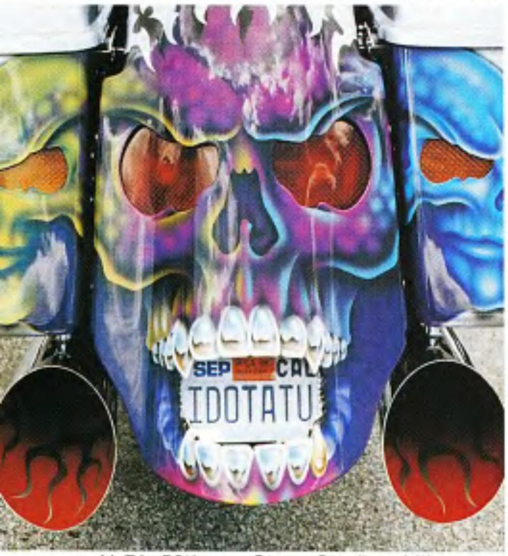
1946-'47 wartime Harley with blackout light. *—Patricia Dickinson, Alameda, Calif.*



—Free-Form Grimm Photo, Keene, N.H.

Opie grows up down at the ol' fishin' hole. —K.W.A., Dallas, N.C.

—Dan McNeil, Yakaima, Wash.



H-D's 50th —Stone Studios, Milwaukee

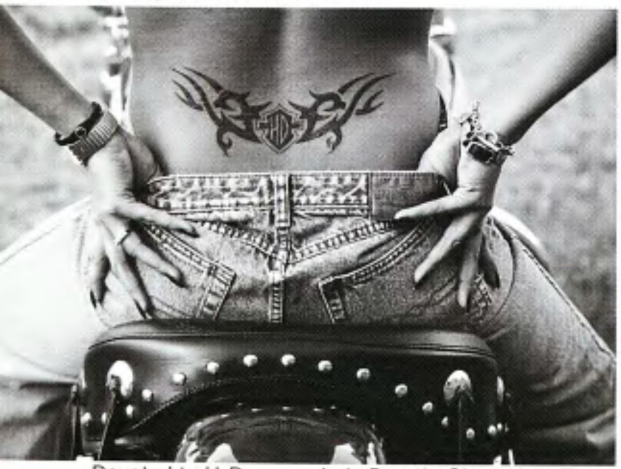
Latest beer koozie. —Dave Ross, Harley Rendezous, N.Y.

—*Chuck Cox, Susten Pass, Swiss Alps, Switzerland*

Mandy Keller's big day. —*Maelene's Hot Shots, Lafayette, Ind.*

"We'll leave the light on for ya." —*Steve King, Bucksport, Maine*

Lost again in the Black Hills. —*Cindy and Wader, Rogers, Ark.*



Devoted to H-D. —*Jade Drenth, Clarendon, Texas*

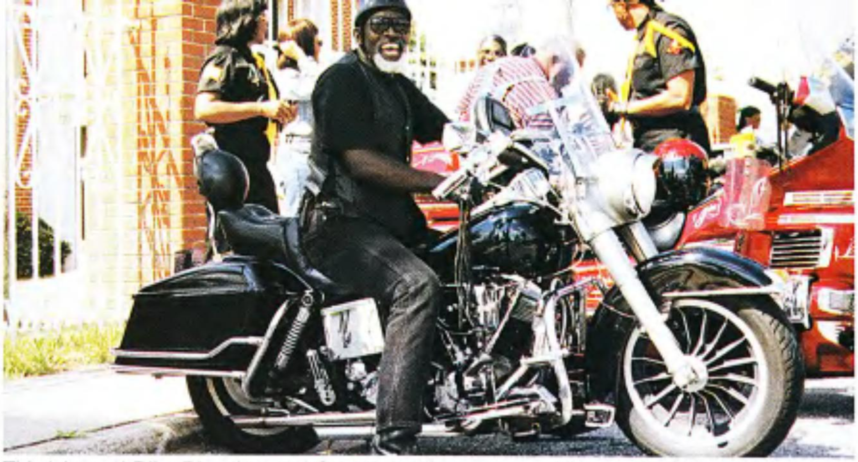
—*Cary Dowdy, Wickliffe, Ky.*

—*Steel and Chrome Photography, Sturgis '98*

A pound of flesh at Daytona Bike Week '98.

—*D. Chops, Lorain, Ohio*

—Fred Taylor, Germansville, Pa.



Third Annual Bike Blessing and Soul Food Run. —Katmandu, Riviera Beach, Fla.

Troop, on the road to Little Sturgis (Ky.) —Jeff Forker, Madisonville, Ky.

Ft. Riley, Kan., 1944 —Mark Maloney

Patricia heats up any pool. —Rob Petrisko, Gilbert, Ariz.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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Kit comes complete with S&S chrome teardrop air cleaner, fuel line clamps, extra main jets, machined intake manifold, bracket & complete instructions. Specify year & model
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Includes: Speedo(2:1 or 1:1 ratio); Chrome Dash, Base Plate, Light Sockets, Mounting Hardware, Chrome Ign. Switch.
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Includes 5 heavy duty clutch plates, 4 steel drive plates w/rattlers, friction disc w/rivits, heavy duty clutch springs, & 3 locking stud nuts.
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Comes complete w/chrome master cylinder
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Legends USA Billet Triple Trees
These custom triple trees from Legends USA are American made from aircraft quality 6061 billet aluminum. The stem fork stops and all hardware are made from stainless steel for strength and corrosion protection. LT-574 41mm Fits FL models 1949-84, FXWE 1980-1986 & Softail 1984-up.
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Fits dual disc models 1977-83
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GAS TANKS
FAT BOB KIT
Fits Big-Twin 4-speed 1936-84. 3.5 or 5 gal. Kit Includes: Gas Tanks, Dash Kit (choose one), 2 light, 3 light or Cateye dash, Petcock, Gas caps. FBK-1 Complete Kit $224.95
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Tank Only Fits Big-Twin 4-speed 1936-84.
Part # EG-23A 3.5 or 5 gal. Reg $109.95 SALE $99.95
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Complete Kit. 1995-Up $399.95 Tank Only. 1995-Up $279.95
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Made just for Sportsters. Accepts 2 or 3 light dash kits. Includes: Tank Dash Kit, Mounting Hardware & Speedo Cable SPECIFY YEAR WHEN ORDERING
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New "Stretch" FLATSIDE GAS TANKS
FOR BIG-TWINS 1984-UP This radical tank design features an add-on stretch that completly fills the void between where the stock tank ends and the seat begins
Part # EFST-330 4.2 gal. $219.95 set Part # EFST-332 6.0 gal. $299.95 set
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Includes: Gas Tanks, Dash Kit (choose one), 2 light, 3 light or Cateye, Chrome Petcock, Gas caps. Fits 1984-Up
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SUPERIOR SEATS
USA MADE Specify Year & Model
THE NEW OLD LOOK FOR THE '90s
Two piece on one steel plate W/Studs & Conchos
$189.95
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Features low frame hugging design
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These top quality made stators are avaiable unmolded.
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Mens & Ladies plain & lace up leather pants. Finest Quality
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MEN & LADIES
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Heavy duty top grain leather adjustible buckles & zipper legs
XS, S, M, L, XL
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$79.95 $69.95
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1000Lb Cap. Delux Moto Jack • foot operated hydraulic • 2 fixed & 2 swivel steel wheels • stay bar locking devise to keep lift in full up position for extended period
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Standard V-Lift with floor mount, no wheels
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Fits FLH and FX 1970-1984
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From Chrome Specialties
Features a Motor Factory, American made case, chrome kick start and ratchet top.
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HARLEY-DAVIDSON

Clem's Classy Grocery Delivery

BRINGING GRANDDADDY'S KNUCKLEHEAD BACK TO LIFE

In 1996, the high-end grocery store Pavilions, located on the posh west side of Los Angeles, stunned its customers by offering home delivery of everything from vegetables and meats to canned goods. →

WE DELIVER

News must not travel very fast to L.A., because in rural Langdale, Alabama, Clem Lynn beat Pavilions to the punch ... by 60 years.

If necessity is the mother of invention, Clem's initiative to deliver foodstuff and ice to rural country homes and farms paid off. Most of his customers were out on the "back 40" with no readily available means to get to town. The store clerk doubled as the delivery man. Needless to say, Clem never had to entice or coax a clerk to roll out the red and black, three-wheeled chariot.

The ornate Knuckle was a sight and sound to behold as it roared down dirt and gravel roads, laden with bags of groceries and blocks of ice. The delivery rider needed no introduction to the housewives standing at their kitchen windows. He could be seen a quarter-mile away, barnstorming around the lanes with a rooster-tail of dust on his heels. That period inevitably passed and the Knucklehead was retired from grocery service and lost in time.

Fifty years would march by before the old rig surfaced again. When Cliff Lynn, Clem's grandson, spotted the old Knucklehead at a farm auction it was pretty run-down. It sat dismantled behind a shed and created little interest among the auction crowd. A longtime Harley enthusiast, Cliff said he didn't even realize he'd bought it until the auction clerk asked for an initial on the sales receipt. To add to the confusion, there was the delivery box's funny curved front that tormented his memory on the way home.

While stripping off layers of old barn paint, a faint logo outline appeared on the lid. A trip to the family photo album solved the mystery. It was his granddaddy's Knucklehead grocery truck.

A year and a half of Cliff's spare time flew by before the rig was ready for logo and pinstriping. After all the painstaking restoration work, he wasn't about to settle for computer graphic vinyl lettering. A sign painter in Atlanta applied the artistic gold and black brush strokes of Clem's old grocery store logo, the *coup de grâce* of the restoration project. The '41 Knucklehead workhorse now holds a sentimental place of honor in Cliff's motorcycle collection.

—Mike Egan

KNUCKLE
HEAD
1941
Clem's Grocery
Est. 1936
LANGDALE, ALA.

Owner: Cliff Lynn
City: Valley, Alabama

General
Fabrication: owner
Year/make: 1941 H-D
Model: Knucklehead FL
Assembly: owner
Chroming: Art's Brass

Engine
Year/model: 1941 FL
Rebuilder: owner
Ignition: coil/circuit breaker
Displacement: 74 cubic inches
Lower end: H-D
Pistons: .020
Cases: H-D, polished
Heads: H-D, powdercoated
Cam: stock lift
Carb(s): Linkert M-41
Pipes: H-D, chromed
Modifications: 52 percent balancing, round 6-inch air cleaner

Frame
Year/type: 1941 rigid
Builder: H-D
Modifications: 28-degree rake

Transmission
Year: 1941
Shifting: tank shift

Paint
Molding: Terry Southern
Painter: Terry Southern
Color/type: black and red two-tone/ Dupont Chroma-One
Special paint: powdercoat by Miller's of Marietta, Ga.

Accessories
Bars: Speedster-style
Fender(s): original
Headlight: 6v guide lamp
Taillight: beehive-style
Speedo: original 120 mph
Pegs: 1/2-round footboards
Electrics: 6v battery ignition
Gas tank: 3.5-gallon saddle tanks
Oil tank: wraparound, original
Oil system: recirculating system
Primary cover: tin inner and outer
Seat: deluxe solo saddle
Mirrors: none
Grips: original
Other: original spotlamps and luggage rack on rear fender

Forks
Type: H-D springer
Modifications: chromed

Wheels

Front
Type: Star
Size: 16-inch
Tire: Coker white wall
Brake: mechanical

Rear
Type: Star
Size: 16-inch
Tire: Coker white wall
Brake: mechanical

Photos: Michael Lichter

Have you heard of the new book coming out about the adventures of a Honda rider?
It's called "Around the Block in 80 Days."

Fast Eddie
The Mill

FoxHunt

Meet October's Winner

Trick or freakin' treat! Amanda, your October winner, is a treat every way you look at it! It was tough gettin' this little lovely to sit down with us for a photo shoot, 'course it coulda just been us, but we'd like to think it was because she's so busy. When she's not posing for our rag, she's very busy keeping her modeling career afloat. Amanda's a full-time lingerie and fitness model who takes working out seriously—especially that kickboxing stuff! I can just imagine gettin' in a ring, ready to fight and ... Anyway, if you're into the MTV stuff, keep your eyes peeled for a series airing in December titled *MTV's Most Expensive Videos*. It shouldn't be too hard to see her in that tight French maid's outfit. Lemme get this straight ... in a kickboxing ring, dolled up in a French maid's outfit, ready to kick my ... sorry. Let's keep on track here. Amanda was corralled by fearless photog Jim Bush, who just happened to have author Richard LaPlante's custom Big Dog sitting in his studio, needing just the right touch to finish off the photo shoot. Can't wait to see how it all turned out? Flip to page 99 and see Amanda party with the Big Dogs, and imagine a ring, lingerie, adrenaline rushes, and you!

—*Dick Guzinya*

Donna—New Jersey

#301

Laura—California

#302

"There are no words to describe my first ride; it's something everyone needs to feel themselves."

"I was 18 and felt free as a bird ... the wind blowing through my hair ... it was exhilarating."

Crystal—North Carolina

#303

"My first ride convinced me to put my man in the garage and the Harley in my bed!"

Jamie—Louisiana

#304

"I was very excited by the man in my arms and the bike between my legs."

Shelly—Florida

#305

"I was four years old on my first ride, but it wasn't till I was 18 that I would fully appreciate the intense vibrations of the bike!"

Heather—Nevada

#306

"My first ride was just before I took this picture. It was really a very exciting day ... as you can imagine!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #309 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes March 1, 1999. The voting deadline for this month's crop of cuties is March 31, 1999. We'll print the winner in the July 1999 issue.

Here she is, bros, the November 1998 winner in our monthly Fox Hunt, Jerilyn, #1105, from Rockford, Illinois. See more of her next issue.

309

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________

Address ______________________

City __________ State __________ Zip __________

Daytime Phone (   ) ________ Evening Phone (   ) ________

I am _____ years of age, born ______________________

I will pose Full Nude ______________

Model's Signature ______________________

Photographer's Name ______________________

Address ______________________

City __________ State __________ Zip __________

Daytime Phone (   ) ________ Evening Phone (   ) ________

Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____

____

____

Dear Bros Club,

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't be better. On day two we rolled into the desert. I was out in front, feeling the heat off the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my Bros Club card and made a call. I didn't know what to expect, but the Bros Club rep hit me with a good attitude and told me to hang, 'cuz someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King on for the trip to Easyriders of Fresno. The petcock was replaced and within two hours I was back on the road.

It's great to call a service that doesn't give you a hard time about being a biker.

Ride Forever,

Snarlin' Jack

Pacoima, Calif.

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City __________ State _____ Zip ______

BA309

Payment Enclosed...or charge my: ☐ VISA ☐ M/C ☐ AMEX ☐ DISCOVER

Acct# __________ Exp. Date ______

Signature __________

(must have)

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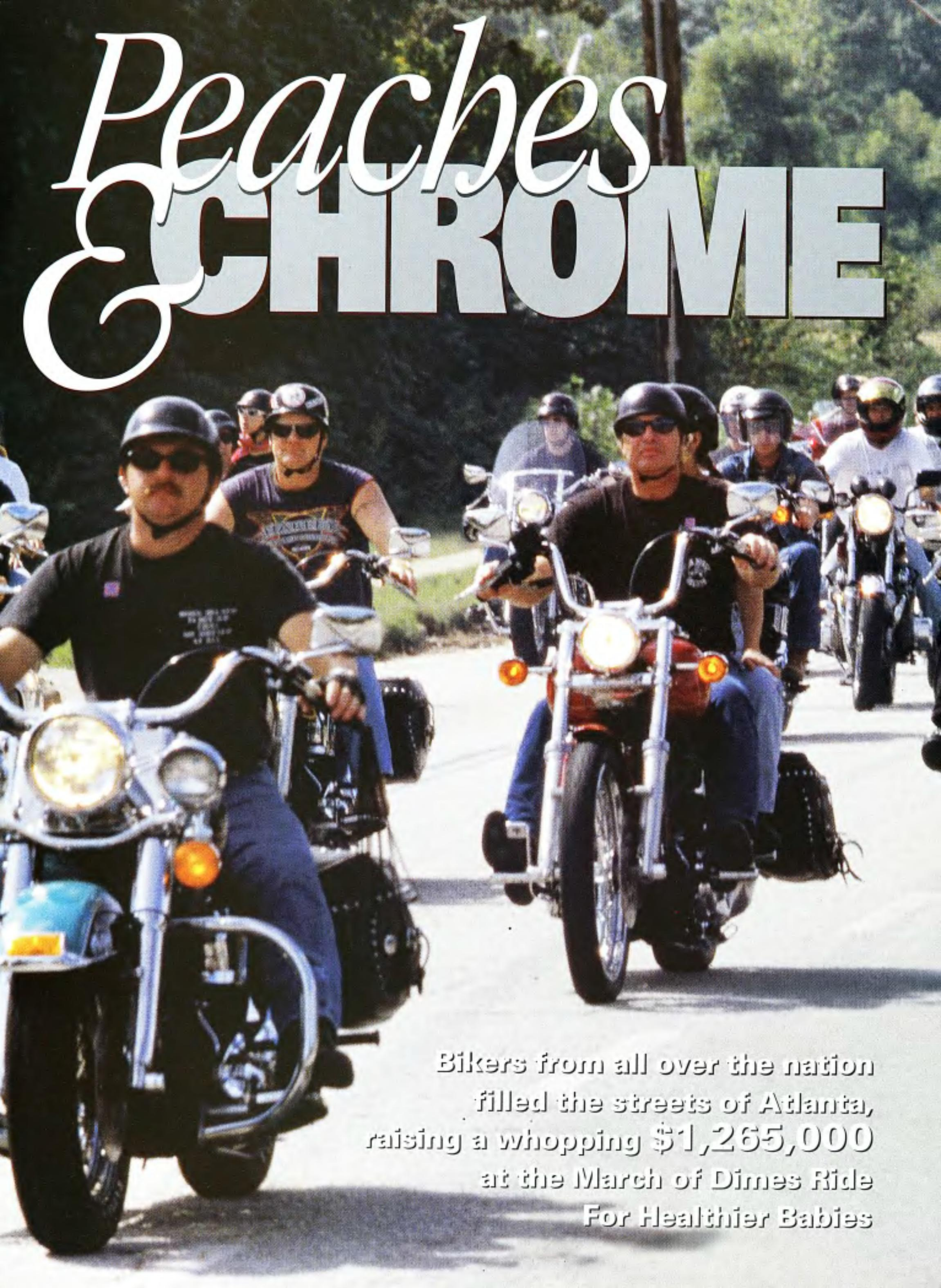
Peaches & CHROME



Bikers from all over the nation filled the streets of Atlanta, raising a whopping $1,265,000 at the March of Dimes Ride For Healthier Babies

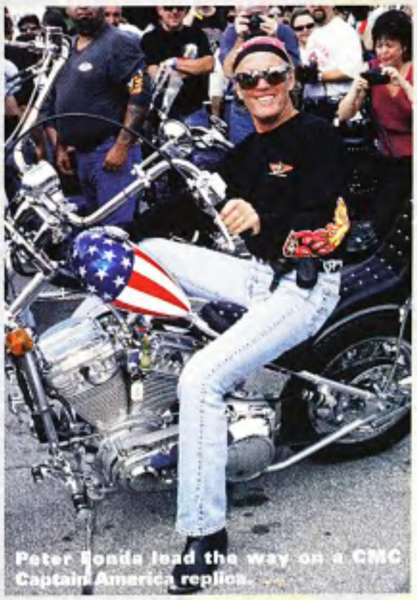
Erik Estrada writes kids a speeding ticket.

ATLANTA—It was the last weekend in September and the air was thick with humidity from a recent rain. Fall comes late in Atlanta, the land of cotton and peaches, the home of the Braves, and host to the East Coast's largest charity ride—the March of Dimes Ride for Healthier Babies.

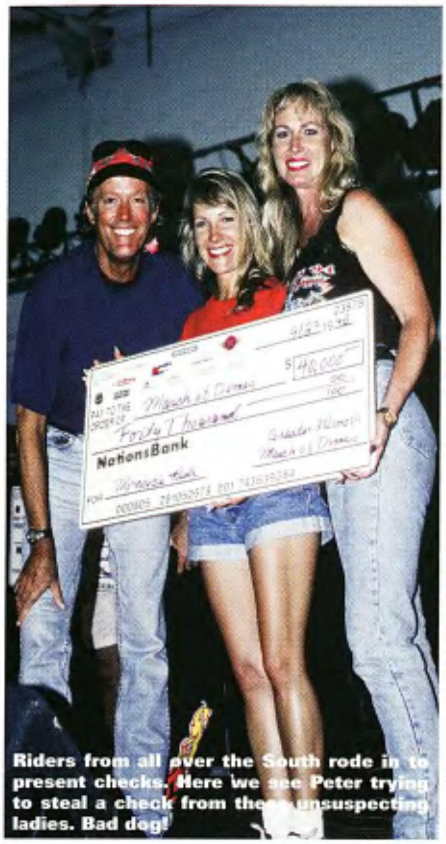
Like Lone Rangers on iron steeds, these biking philanthropists come from near and far to raise money to help prevent birth defects and infant mortality. In fact, from this March of Dimes Ride alone, over $1 million was raised to help insure that the babies of tomorrow have better odds of being healthy. That's something to be proud of.

Chapter members from 25 other March of Dimes Ride cities and members of countless motorcycle clubs converged in Atlanta for this grand finale event: a three-day Rally and Ride. From as far away as South Dakota and California, to Illinois and Florida, bikers began arriving as early as Wednesday to partake in the festivities.

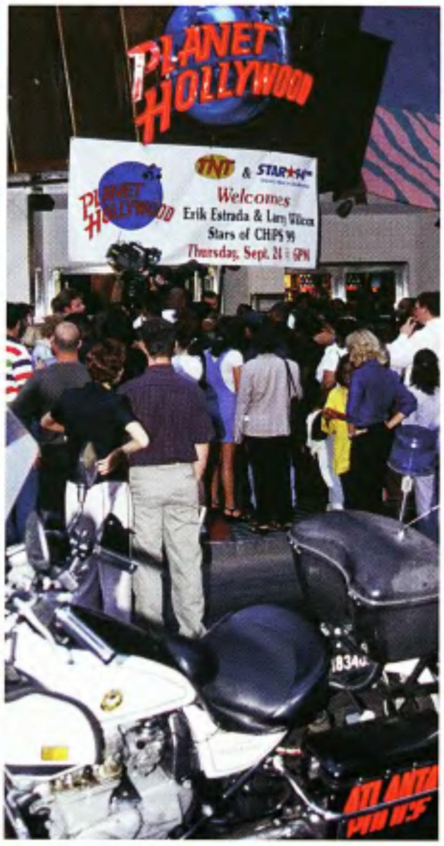
The nonstop party weekend began on Thursday night with a private party at Planet Hollywood. Hosted by the TNT network, this shindig was →



Peter Fonda lead the way on a CMC Captain America replica.



Riders from all over the South rode in to present checks. Here we see Peter trying to steal a check from these unsuspecting ladies. Bad dog!



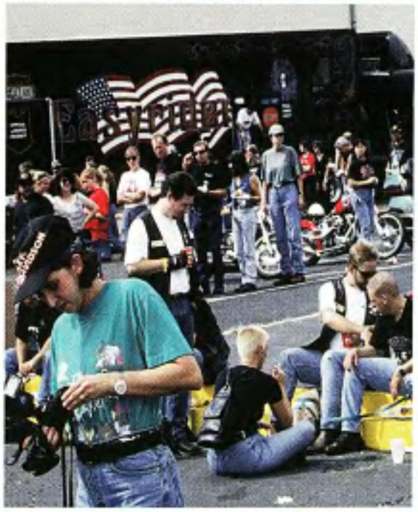
where National March of Dimes Honorary Good Wheel Ambassador Erik Estrada showed up to plant his mug on the celebrity wall of fame. The party went on upstairs in the VIP leopard room where autographs were signed and photos were snapped, while large video monitors played the new *CHiPs '99* movie in the background. Fellow CHiPster Larry Wilcox also made an appearance, mingling with party attendees and telling us a thing or two about cop bikes.

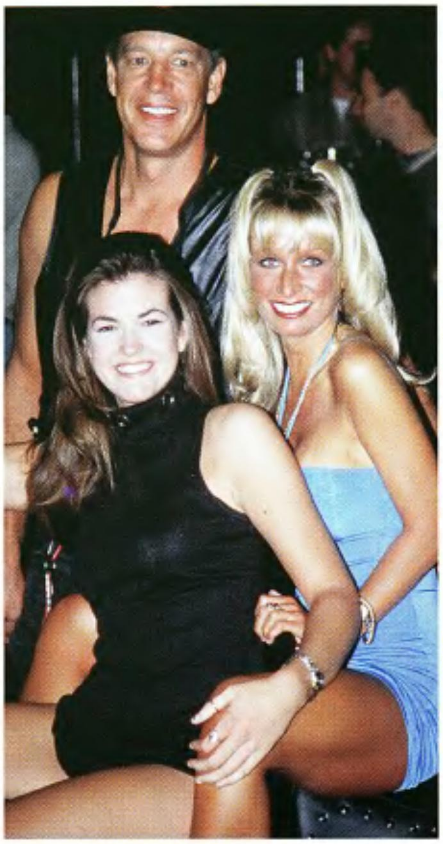
Friday evening was the Ride for Healthier Babies VIP Celebrity Kick-Off Bash at the Tongue and Groove nightclub. There we had the rare opportunity to see Ride For Healthier Babies Grand Marshal (and original *Easy Rider*) Peter Fonda dance on top of the bar and do some wild things with his microphone. Mastering the ceremonies along with Peter was Erik, who helped judge the *Easy Rider/CHiPs* Look-a-Like Contest. The Captain America winner was a tall, lanky dude named Ike who had the '70s heartthrob look down cold, right down to the bandanna tied around his neck. Ponch's winning double was Brian, who looked nothing like Ponch, but since he's part Indian and had an original CHiPs helmet, he took home the big prize.

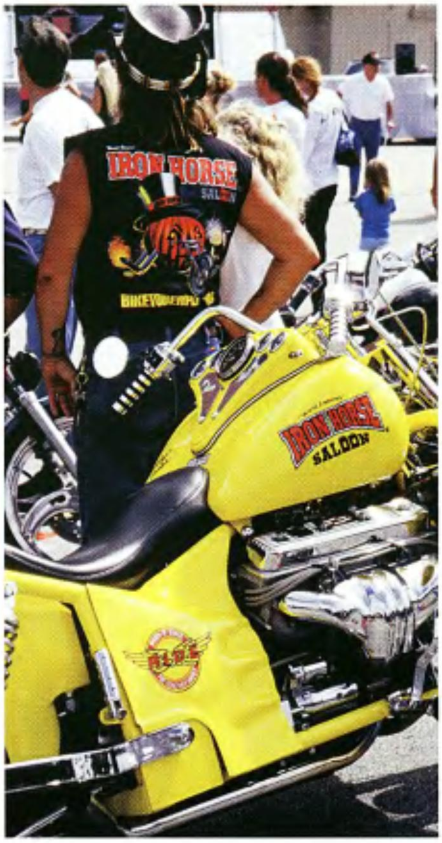
Saturday started early with a Pre-Ride Rally at the Lakewood Exhibition Center, where some of the industry's leading motorcycle vendors displayed the latest in biker parts, fashion, and accessories. It was a day full of family fun, complete with live music, a bike show, and a poker run. Musicians JB Walker and Derek St. Holmes were spotted among the crowd, along with Peter, Erik, Ms. Easyriders, Lori Kutter, Ironhorse Saloon's Billy Stevens, and the Bud Girls. Some of us more adventurous types went to a section of Atlanta they call "Little Five Points," where we got an eyeful of some of Georgia's ripe little peaches sporting tattoos and piercings.

Saturday evening, two VIP dinner parties took place. One, hosted by Ride Chairman George McKerrow Jr. at McKerrow's newest restaurant, The Fishbone, and Piranha Bar, included Fonda, Estrada, March of Dimes VP Brian Ziegler, and Ride Chairman John Woodruff. Across town, visiting bikers from 25 other March of Dimes Chapters attended the Gateway Party at the Crown Plaza downtown, held in honor of all those crusaders in leather who traveled from out-of-state to attend this event.

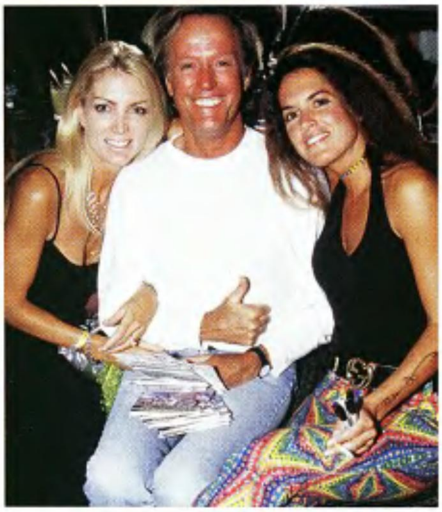
Later that evening, the rest of us parked our scoots and took to our feet for a walking tour of Atlanta's infamous night life. The March of Dimes bikers doing the Buckhead "Pub Crawl," →

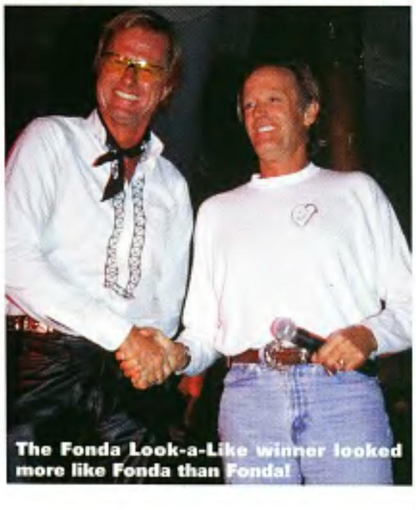






Larry Wilcox sells a poster to a general.





The Fonda Look-a-Like winner looked more like Fonda than Fonda!

sponsored by Anheuser-Busch, kept our leather-clad group entertained, as we strolled from pubs and pizza joints, to cool swing dance clubs and hot high-tech discos. Loud pipes and laughter filled the streets as the party heated up, both inside and out. (With more than 40 bars within a three-mile radius, it was easier to keep track of your bike than the people you rode with.) Somehow we managed to make each scene, from sampling Southern microbrews at The Dixie Tavern, to tasty libations served in fishbowls (garnished with a lizard) at LuLu's Bait Shack.

Finally, we hooked up with fellow bikers and made it to the Lakewood Amphitheater to catch a glimpse and an earful of country chanteuse Shania Twain, who was strutting, sashaying, and serenading to a packed house. In her trademark midriff top and black stretch pants, the lovely Canadian country queen had the audience dancing in the aisles to chart-topping favorites like *Man! I Feel Like a Woman!*, *Whose Bed Have Your Boots Been Under?*, and *You're Still The One.*

Sunday was the big ride day and without a doubt the highlight of the weekend. The parking lot was packed with glittering chrome before we could even finish our complimentary grits. An opening ceremony kicked off the →

Money was raised and everyone was happy, especially with Erik's ventriloquist act.

Photos: Pat Randle and Pam Proctor

ride, where Grand Marshal Peter Fonda and Good Wheel Ambassador Erik Estrada were inducted as honorary Sheriff's Reservists. This honor was bestowed on the two stars for their roles in helping this ride become not only the biggest on the East Coast, but the safest as well (in its seven-year existence, there has not been one reported incident). After leaving the stage, Peter took his place at the helm of the procession, astride his "Captain America" replica chopper by California Motorcycle Company (CMC). Erik was right behind, along with other celebs like stuntman Ellis Edwards, and musician Derek St. Holmes (of Ted Nugent's band).

Lined up in two neat rows, the procession of more than 5,000 motorcycles and 8,000 riders made quite a spectacle as the thunderous parade took up 23 miles of road space at a time. Bikers of all varieties cruised side by side through the heart of Hotlanta. The massive entourage turned heads as it poured onto the city's main drag, Peachtree Street. Many street sections were closed off temporarily and 250 sheriff's reservists helped escort the ride and detour traffic.

Families, friends, and hundreds of local supporters stood outside at different venues to cheer on the chrome parade along its route from downtown Atlanta, along back roads, and then up to Lakewood for the ending concert, awards ceremony, and lunch provided by Church's Chicken.

Three lucky grand prize winners left with major souvenirs, including a 1998 Harley-Davidson FXD Dyna Super Glide, a 1998 Kawasaki Vulcan 800, and a 1998 Boss Hoss from Atlanta Boss Hoss Cycles. JB Walker and the Cheap Whiskey Band kicked off the afternoon concerts, joined later by the Marshall Tucker Band. Some of us couldn't resist getting up on our chairs and dancing to MTB's legendary tunes like *Heard it in a Love Song, Ramblin', Fire on the Mountain,* and *Can't You See.*

Amid all the parties, rides, bike shows, poker runs, live music, and socializing, no one lost sight of the real reason for the gathering. John Woodruff, chairman of the March of Dimes Ride For Healthier Babies and Brian Ziegler, March of Dimes executive vice president and state director, held the check presentation and closing ceremonies. Peter and Erik took the stage once again and personally thanked everyone for participating. A record-breaking $1,265,000 came in for the March of Dimes, with Georgia's Chapter leading all the other visiting chapters by raising an incredible $525,000. All local proceeds go directly to two designated projects to help prevent birth defects and infant mortality. One, the Home of New Beginnings, is a model resident treatment home for at-risk mothers and infants; the other, Baby Mobiles, is a rural prenatal transportation program, used to drive mothers and their infants to well-care facilities.

A very proud Brian Ziegler, who has orchestrated the entire event for the last seven years, rode this year for the first time. Ziegler, a biker from way back, had the original idea to enlist the help of motorcyclists for the March of Dimes. "I was thrilled to see so many motorcyclists come out to Atlanta to show their support for healthier babies," he said. "It's great to see so many people who care very deeply about saving babies and about causes they believe in."

Scratch the date on your permanent event calendar—it's the last weekend in September. If you didn't make it in '98, keep the whole week open for this year. 1998's March of Dimes Ride For Healthier Babies was so spectacular, there's talk that this year's may be a whole week! Call (404) 350-9800 and get yourself on the Bikers for Babies mailing list for the latest updates.

—*Suzanne Fox*

"Let's just say that I have a real problem with men who sleep with me and then never call again."

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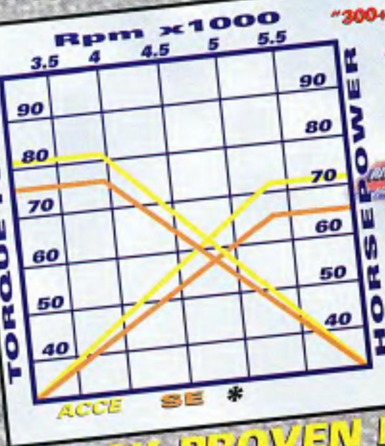

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ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Easyriders Bike Show
Date: February 6
Place: Phoenix Civic Plaza
Exhibitor info: (800) 962-9857
Hotel info: (818) 701-0100

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

Vintage Bike Show & Swap Meet
Date: February 7
Info: (501) 988-1480

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Heart Ride '99
Date: February 15
Place: Harley's House Of Harleys, Oceanside
Info: (800) 4-HARLEY

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Daytona Bike Week 1999
Date: February 26-March 7
Place: Daytona Beach
Info: (904) 258-4543
www.officialbikeweek.com

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

ABATE District 15 Love Ride
Date: February 13-14
Info: (404) 294-8900

ABATE Run To The Sun
Date: February 26-28
Info: (404) 294-8900

HAWAII
Street Bikers United (SBU) of Hawaii
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

KENTUCKY
Kentucky Motorcyclists Assn.
Info: (800) 68-CYCLE

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

Mad Hatter's Tea Party
Date: February 12-14
Place: Best Western Merry Manor Inn, Portland
Info: (207) 934-4090

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Giant Motorcycle Swap Meet
Date: February 7
Place: Lansing Center, Lansing
Info: (800) 968-4242

Giant Motorcycle Swap Meet
Date: February 21
Place: State Fairgrounds, Detroit
Info: (800) 968-4242

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

NEW HAMPSHIRE
N.H. Motorcyclists Rights Association
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

NORTH CAROLINA
Concerned Bikers Association
Info: (910) 866-5434

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

District 4 Frostbite Party
Date: February 13
Place: Grand Forks
Info: (701) 775-0190

OHIO
ABATE of Ohio
Info: (800) 252-4537

Easyriders Invitational Bike Show
Date: February 12-14
Place: Veterans Memorial, Columbus
Exhibitor info: (800) 962-9857
Hotel info: (818) 701-0100

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

ABATE of Tulsa Bike Show
Date: February 20-21
Info: (580) 439-8001

OREGON
ABATE of Oregon
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

RHODE ISLAND
R.I. Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tennessee
Info: (615) 883-5024

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425
Web site: www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983
Web site: www.xmission.com/~mrf

National Coalition of Motorcyclists(NCOM)
Info: (800) 525-5355

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

Bobba Weegee Bike Fest and Cheese Rolling Extravaganza
Date: Somatime Soon
Place: Who's Gonna Put It
Info: Who's Gonna Make It

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Don King.

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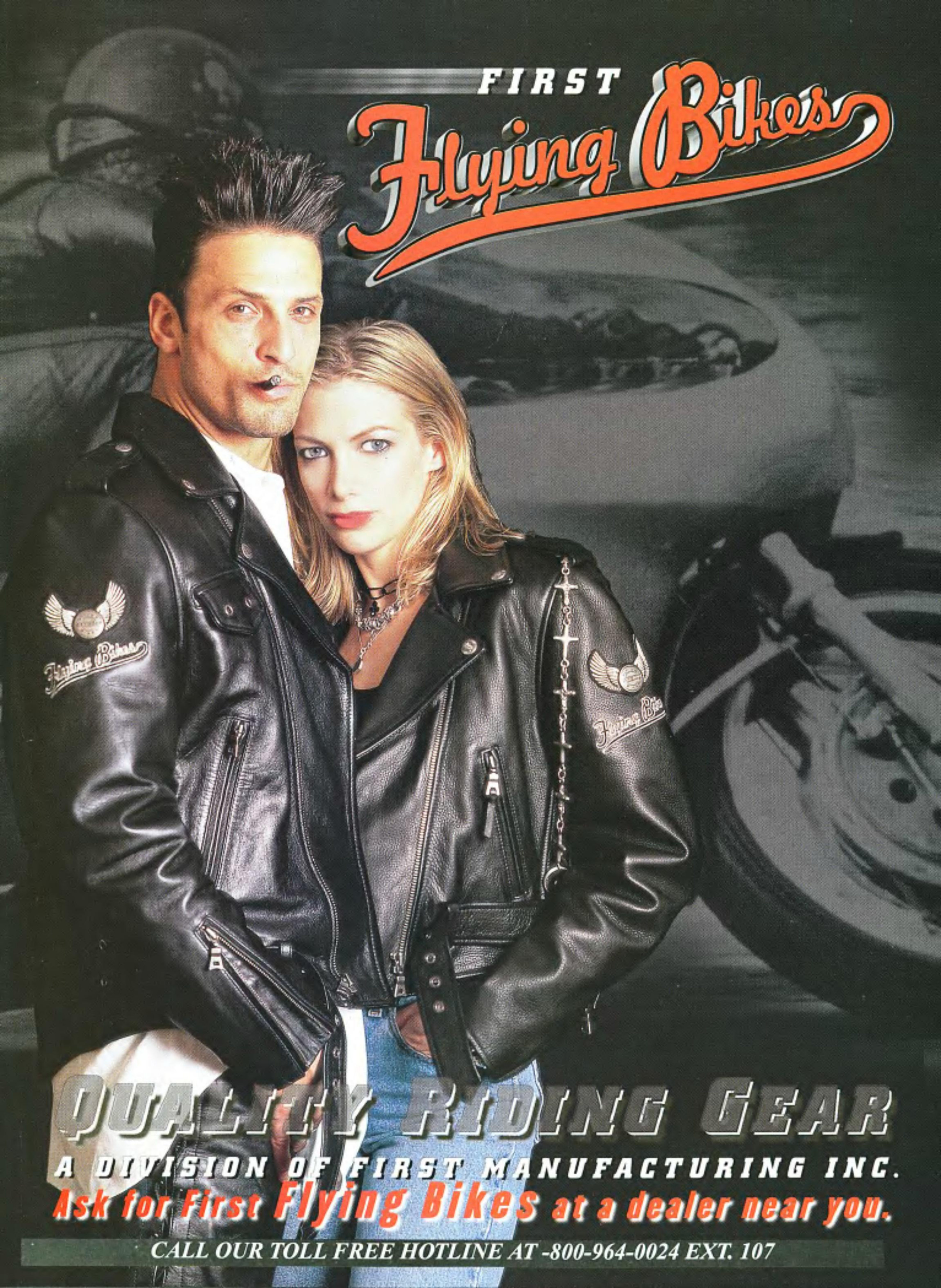
Santa Clarita, Calif.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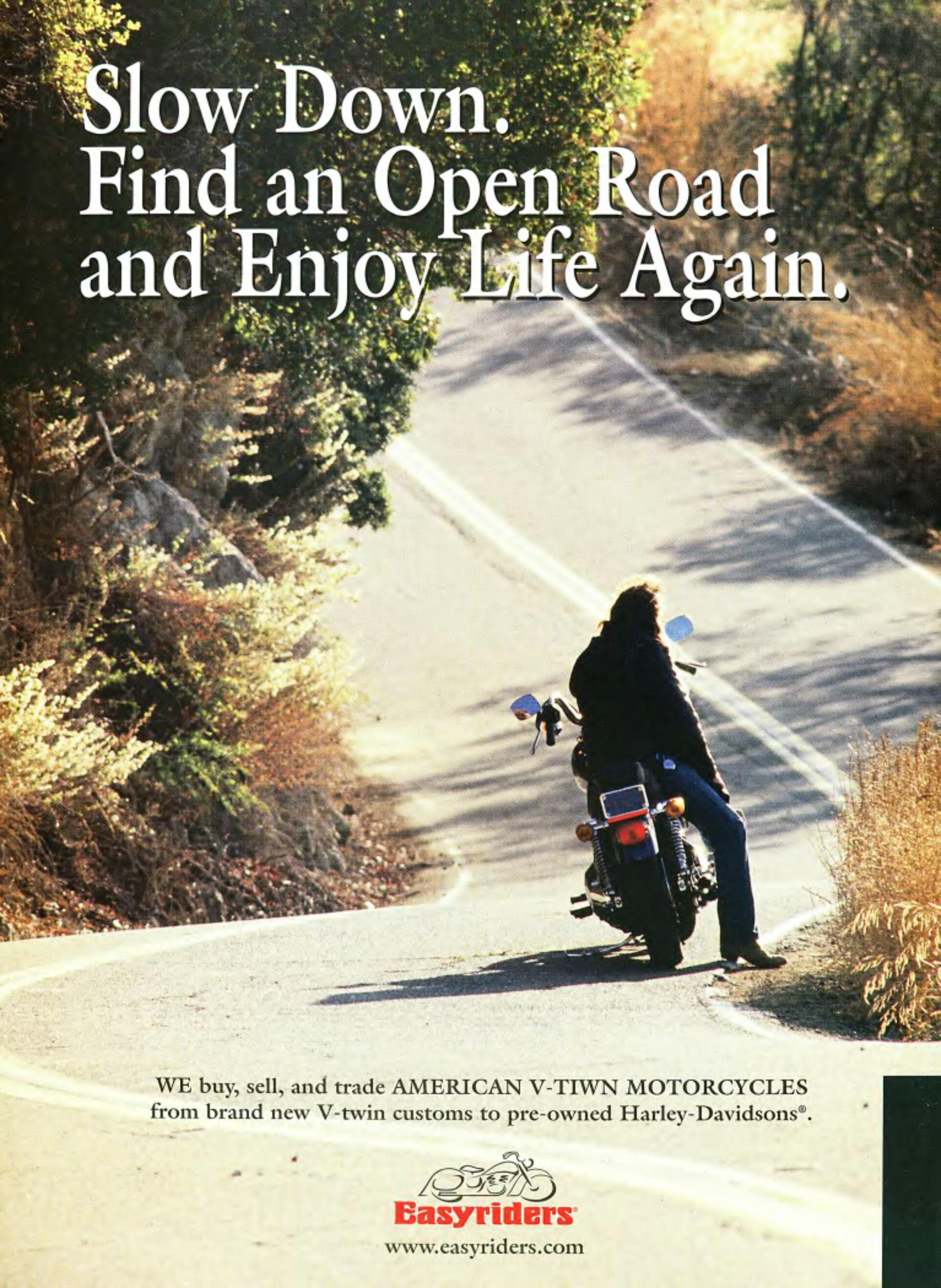
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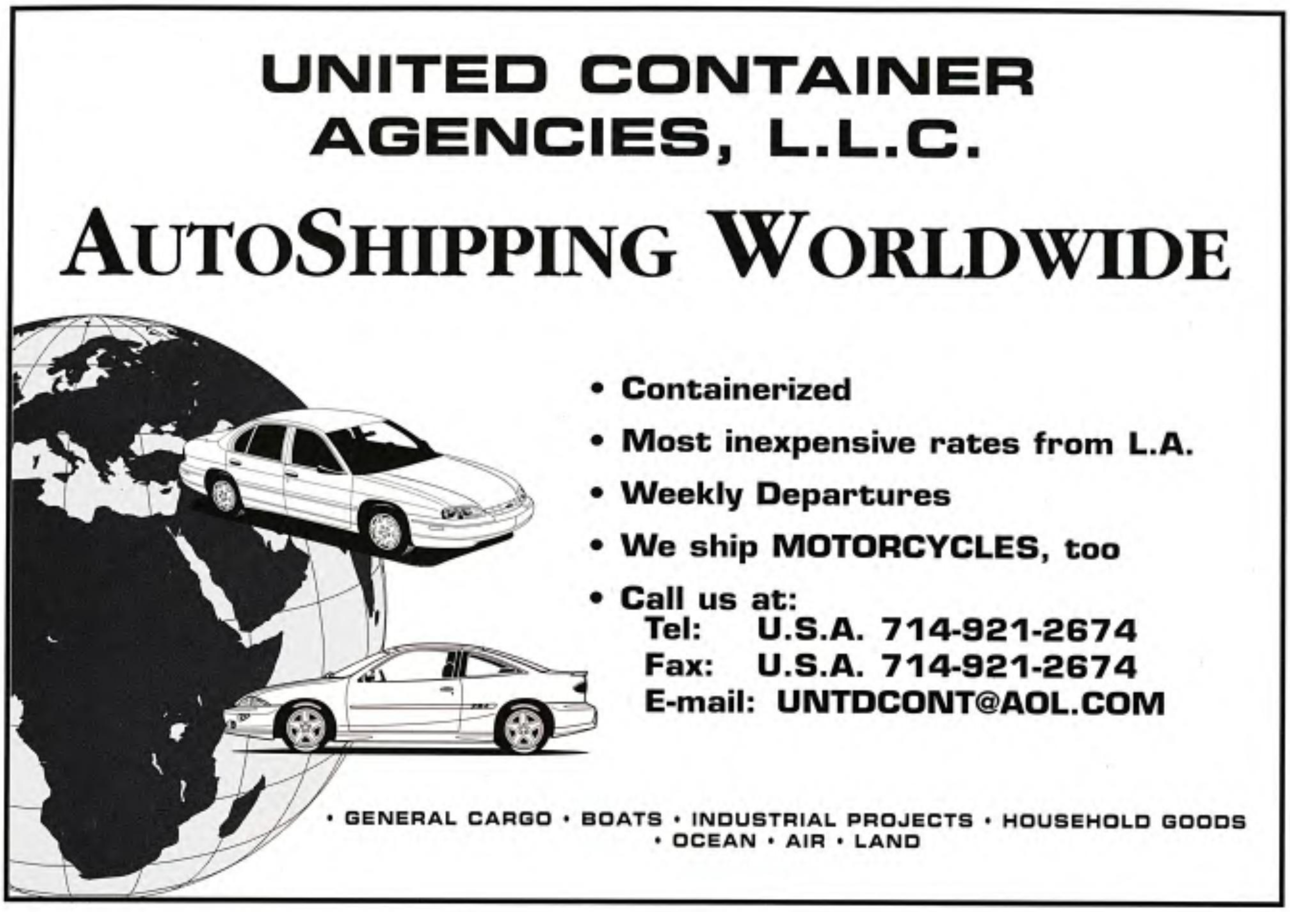

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The Razor's Edge

It'll Slice Ya To The Bone

For novelist Richard La Plante, the cure of choice for writer's block is comprised of 107-cubic, synapse-numbing, neo-cortex-stimulating, Long Island Sound-slamming inches. The raging mental torrents that are wrapped tighter than a hog-tied Amway salesman bust loose for Richard when he straddles his 1998 Big Dog Pit Bull model-inspired design. He saw the rolling chassis at Sturgis '97, and the vision formed in his mind with the heated snap of chain lightning. →

For writers, the next step is usually to let the sensations that follow flow right to their fingers ... ya get outta the way and let 'em rip. Richard did exactly that in designing his bike, knowing that he wanted a stripped-down elegance that reeked of raw stampeding herds of lord knows what goes on in his mind ... but when they want out, they want OUT, and this bike was gonna have to do the trick.

With unending help from Rod Sisk, Frank Aliano, and Don Griswold, Richard and the boys at Big Dog exchanged concepts through Polaroids and by fax almost daily over several months, taking the essence of his previous '89 Springer and transplanting it into a brushed-metal version of the razor's edge. An aluminum Battistinis 5-gallon tank (created by some of the first guys in Europe to stretch tanks, mind you) served as a cosmetic focal point for the rigid's evolution. The PPG urethane finish laid down over the brushed bare metal by the painters at Big Dog was complemented by Airborne applying a silver ceramic finish to the pipes to eliminate the bluing. The rest of the tech noise is found where it always lives ... right in the tech sheet.

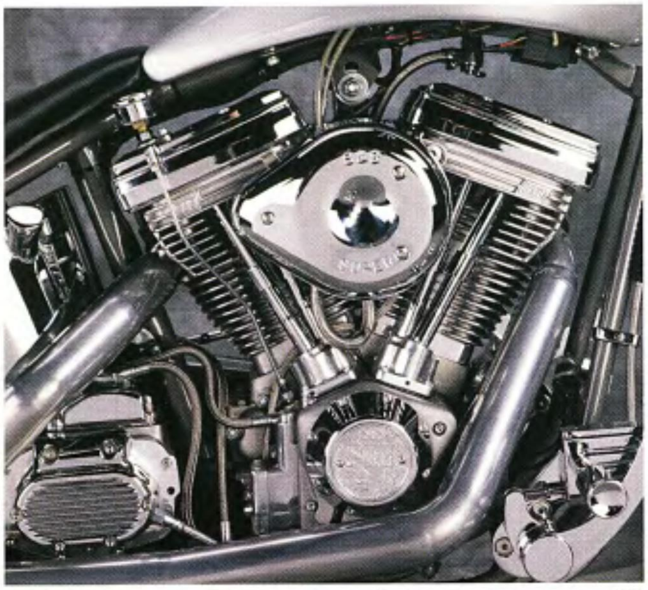
As for Richard's romping grounds, the ever-corrosive salt sea air of the Long Island Sound inspired him to next try clearcoating the bike, then powdercoating it. He'd especially like to maintain the cat's heads affixed to his scoot; they were inspired from a character named Nika in Richard's first book, *Tegne*. Seems li'l Miss Nika could →

transform herself into a feline personification and ... hey, read the book and find out, we ain't giving it away here, folks.

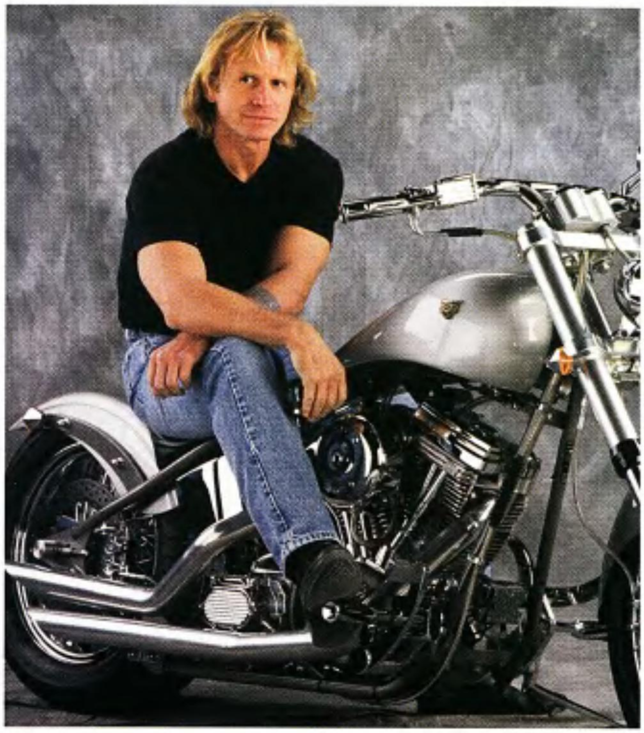
What we *will* tell you is that Richard offers up the highest praises to Sheldon Coleman, Nick Messer, and the folks at Big Dog for bringing his dream to life. Richard's three previous tries never quite hit his inner mark; this one showed up at the door and never left. We'll also tell you that third dan (degree) black belts are kinda picky about how they like things to be, what with the inherent order of the universe being constantly disturbed by ... well, you'll have to check out www.amazon.com for Richard's take on that by reading a few of the synopses of the books he's written, including a biker tale called *Hog Wild*.

Then close your eyes and imagine the sea air against your face and the biding silence for one brief moment before all 107 cubic inches of what-if-I-could-live-forever break loose on the highway. It's beautiful, the mind, but for Richard La Plante it's only his second favorite ride.

—*Captain Trash*



Owner:	Richard La Plante
City:	Amagansett, New York
General	
Fabrication:	Big Dog Motorcycles, Wichita, Kan.
Year/make:	1998 Big Dog
Model:	Pit Bull
Assembly:	Big Dog
Chroming:	no real chroming
Engine	
Year/model:	1998 Big Dog twin
Rebuilder:	Big Dog
Ignition:	Dyna 2000
Displacement:	107 cubic inches
Lower end:	S&S
Pistons:	S&S 10:1
Cam:	S&S 561
Carb:	S&S Super "G"
Pipes:	straight pipes, Airborne ceramic coating
Modifications:	balancing by Big Dog, S&S lifters, S&S air cleaner
Frame	
Year/type:	1998 rigid
Builder:	Choppers Guy's
Modifications:	struts by Big Dog, 35-degree rake
Transmission	
Year:	1998 Delkron case
Modifications:	Andrews backcut gears
Paint	
Painter(s):	Big Dog
Color/type:	PPG urethane over brushed bare metal
Special paint:	clear coat
Accessories	
Bars:	Carlini 1¼-inch pullback
Handlebar controls:	Ness billet with micro switches
Fender(s):	Milwaukee Iron
Headlight:	Headwinds
Taillight:	sidemount catseye
Speedo:	Ness micro tach and speedo, instrument cluster by Big Dog
Dash:	Ness
Pegs:	Excel
Electrics:	Big Dog
Foot controls:	Excel
Gas tank:	Battistinis, single valve
Oil tank:	Custom Chrome, Russell braided lines
Seat:	Big Dog Engineering
Mirrors:	Ness
Grips:	Ness
Forks	
Type:	54mm inverted
Builder:	Ceriani
Wheels	
Front	
Type:	Hallcraft's
Size:	21-inch
Tire:	Avon
Brake:	Performance Machine
Rear	
Type:	Hallcraft's
Size:	16-inch
Tire:	Avon
Brake:	Performance Machine
Photos:	Jim Bush



There's a new jukebox out in the bars now, designed especially for married bikers.

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Paul Bunyan
Blue Oxford, USA

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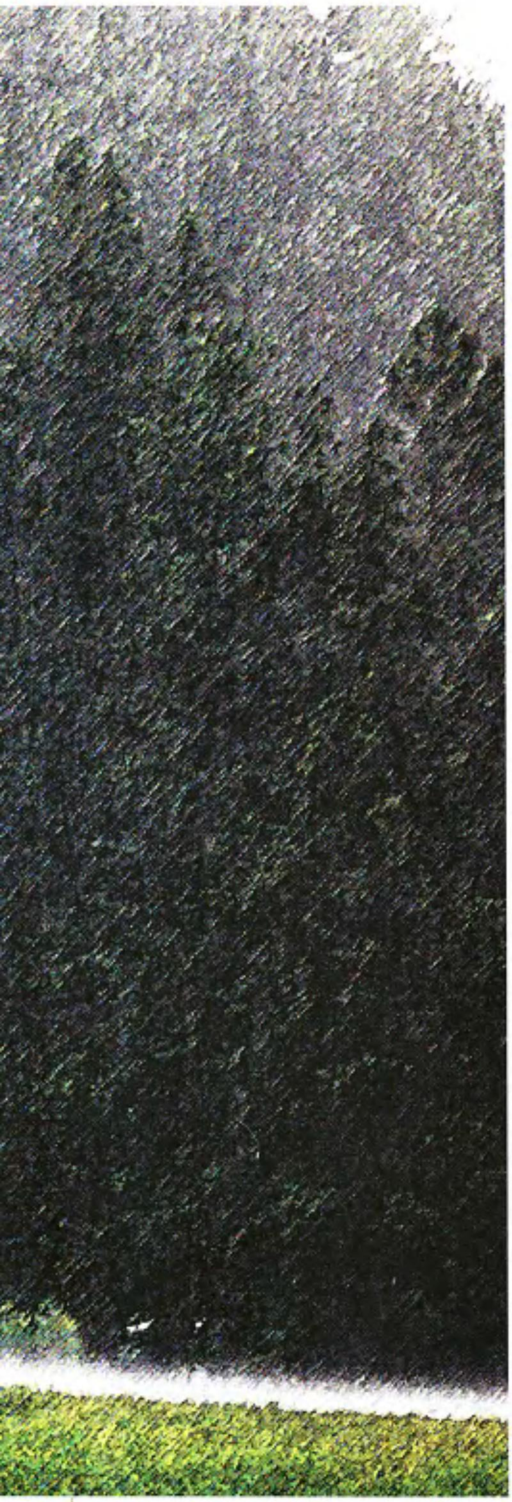
TRUE ROAD



As I rode north on the beginning of Canadian Hwy. 16 the vision of a very large and beautiful bridge seemed to be riding from the distant highway before me. I shot a quick glance down to the broken right handlebar that was held fast to the bat-wing faring with two bungy cords and a coat hanger (a casualty of the Laconia Run the previous weekend) and wondered how and when I would get the opportunity to replace it.

Looking up I realized that the closer I got, the more this bridge began to take on a strange resemblance to San Francisco's Golden Gate, with one big difference ... to avoid having to plow the snow from this bridge, the builders replaced the pavement with steel grading. This thing was very high and as the Dunlops of my Harley FLT plodded over the grading, I was craning my neck to look down. The front tire seemed to be suspended in mid-air and with the water being so far below, I experienced the strange sensation of riding across the sky. This unique experience, however, was cut short as I all too quickly crossed Lake Ontario and arrived at the Canadian Customs Building on the other side.

After a thorough searching, the likes of which almost made me walk funny, I was granted passage into Ontario. Only minutes later a small fry stand (the Canadian version of a burger joint) provided me with a wooden picnic table by the water.

In a desperate attempt to find an excuse to be in Ontario, I scratched my head and tried to make sense of the small booklet of upcoming Canadian happenings the Tourist Info Center had given me.

My attention was quickly diverted, however, when a small car pulled into the gravel parking lot and a tall blonde stepped

TALES

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out, walked over to my table, and sat down.

After introductions, Sandy welcomed me to Ontario, then pointed to Betsy, my loaded-down bike, and began to tell me of the Ride for Sight held annually to benefit the blind. She said it was the biggest biker bash in Canada (whether this is true or not, I still couldn't tell ya) and that each province has its own facet of the run. She told me that her squeeze and his Norton had left for the run a couple of days →

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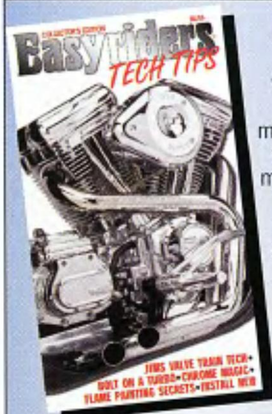

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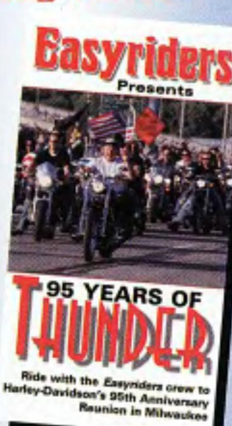

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before and that I could still catch up if I hurried. After politely thanking her for the info, I explained I had been to five rallies in the past five weeks and was obviously suffering from a bad case of party overdose syndrome. The thought of a few weeks of easy riding through quiet countryside was all that seemed to matter to me now.

We babbled on for an hour or so and I began to wonder just what this girl wanted from me. Was she just being friendly, or was there more?

Eventually, Sandy invited me to a coffee shop in town where she said a few of her friends hung out. What the hell, I thought, I was on no time schedule and my tingling curiosity bone was insisting that I run this strange situation to its inevitable end.

Sandy told me that they (she's married, remember) owned a second house that was being remodeled on the lot next to their new log home. She said the place was vacant and the power was on, then offered me a pad for the night if I cared to have it.

I had to think ... a real bed versus the usual "life on the road" night of uneasy sleep in a turnout somewhere. It was a tough call, but I finally gave in.

As my front tire followed 15 feet off Sandy's bumper, we crossed the bridge that connects the small island with water one block on either side. And as she had stated, a smaller house sat just next to the large, late-model log home. Sandy showed me to my temporary pad.

In the morn, I stepped through the front door of the spacious log home, only to have Sandy hand me a cup of hot java. Sandy's efforts on my behalf had only been human kindness after all. She had proved to be a good omen on that first day in Ontario and had left me with a good feeling toward Canadians in general.

The tourist pamphlet had told of a large Jazzfest that would rock Toronto the following weekend. To me it was as good an excuse as any to ride. Time was of no concern so I opted to kick back for a slow putt along scenic Hwy. 2, which wound west via the Lake Ontario waterfront.

The following day, after havin' a little too much fun, local authorities offered me a personal escort from the grounds of the small country fair that had materialized along the wayside. Well, I'd had it comin', so I rode on.

By the following evening, I found myself in the small city of Oshawa, Canada. Some roadside places sell slop and still others offer gourmet, home-cooked grub. It's generally a roll of the dice if you're unfamiliar with the lay of the land and that night I was rollin' sevens.

Business was slow in Teddy's Restaurant that evening and two minutes after I sat down, a cute little well-built waitress came bouncing up to my table and introduced herself as Wendy. She flirtatiously took my order, then buzzed off to wipe down tables and perform other duties. When she returned to plop down a plate of hot roast beef in front of me, I had to ask, "When you gettin' off work?"

"In half an hour," she replied. "You wanna go out?"

Now that's what I like, I thought, a woman who knows what she wants and ain't into playin' silly fucking games.

After a couple of late-night hours of eating super nachos in front of the glowing fireplace of a very nice but almost vacant restaurant/bar that Wendy had picked out for us, I followed yet another Canadian girl home. Looking toward the heavens, I wondered what I'd done lately to have the gods smile on me so.

Wendy's taillights led me out of the city. We drove for half an hour through the brisk, late-night Ontario countryside before finally arriving in the tiny backwoods town of Tyrone. I shut down the 80-inch motor in the small dirt parking lot of a 100-year-old brick schoolhouse, which had been converted into four apartments.

Except for the sound of footsteps, the late-night country air was dead quiet as I followed Wendy up the long flight of stairs that led to the balcony of her second story antique schoolhouse home.

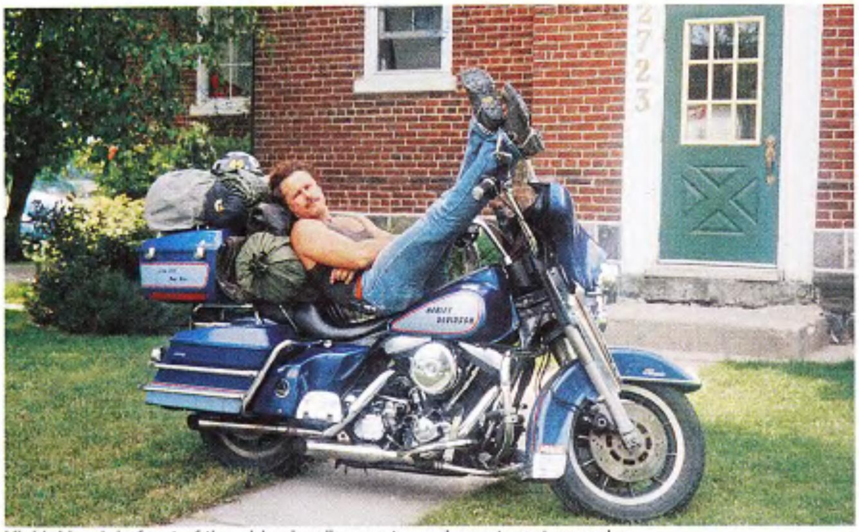
Stepping through the front door revealed a spacious, two-bedroom apartment that was much more modern than its antiquated exterior. The place was clad with cushy couches, a big screen TV, cute curtains, lamps with colorful shades that put out a mellow glow, candles everywhere, and a very clean and functional kitchen. The whole place was alive with that kind of inviting warmth that only a woman can create.

Wendy showed me to the bedroom.

Come morning, I woke to find myself in a bed surrounded by jars of money. She had obviously been stashing change for years.

Wendy handed me a cup o' coffee.

Now I've been around long enough to know when my ragged, wanderin' gypsy ass has got it good, and all told I stayed in the schoolhouse a month. Wendy cooked everyday. She fed me as though I was a prize fighter. You married guys out there may take this sort of thing for granted, but for me, after many months of Mickey D's, saddlebag sandwiches, and other roadside slop, I was in home-cooked heaven.



Kickin' back in front of the old schoolhouse-turned-apartment-complex.

Sometimes, on hot summer afternoons, I'd sit and watch Wendy stand naked over a puddle of sweat as she furiously pumped the stair-stepper machine in her spare bedroom. Now that was entertainment!

On more than one occasion, I would come home to find the room dark except for the soft illumination of candlelight. Mellow music set at low volume would be slowly radiating from the stereo speakers. I'd look around the room to find Wendy curled up on the couch all by her lonesome drinking herbal tea. Other times she'd run a warm bubble bath and we'd sit in the hot tub ass to ass and smoke cigars by candlelight.

The chick was a trip.

When the first weekend rolled around we loaded up my FLT and rode the 45 kilometers to the Jazzfest in Toronto. It very quickly became apparent to me that riding an 800-pound, full-dress Harley with one person and one handlebar (broken handlebar, remember?) was almost tolerable, but add a 110-pound woman and shit changed. It became almost →

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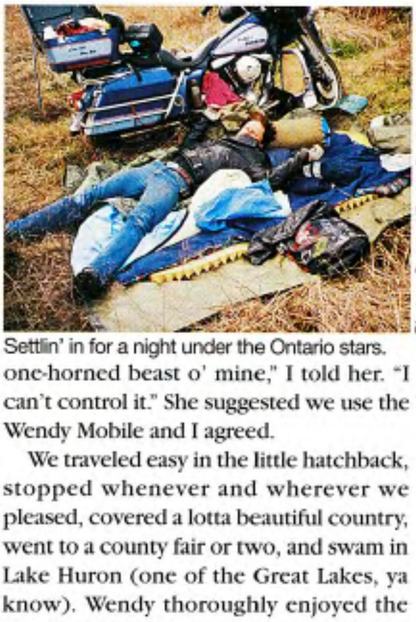
impossible to keep the dresser upright.

I'd never been to Toronto before and found the city to be very clean, beautiful and weird. By weird I mean that even the spiked hairdos, studded leather collars, pierced body parts, far-out nightlife, and just plain freaks of Hollywood had nothing on Toronto. I've always had a weakness for outrageous experiences and Toronto didn't let me down.

After an intoxicating, interesting day in the big city, and an evening of excellent jazz music, my entertainment was topped off when we finally arrived back at the inner-city parking lot where I'd left the bike. There, between two parked cars, I watched Wendy get naked and change from shorts to Levi's as quickly as possible in anticipation of the late-night ride home.

Teddy's Restaurant had given Wendy five days off the following week. Listening to my road stories had given the girl a highway hard-on and she asked if we could tour Ontario together. "Not on that



Photos: Scooter Tramp Scotty

Settlin' in for a night under the Ontario stars.

one-horned beast o' mine," I told her. "I can't control it." She suggested we use the Wendy Mobile and I agreed.

We traveled easy in the little hatchback, stopped whenever and wherever we pleased, covered a lotta beautiful country, went to a county fair or two, and swam in Lake Huron (one of the Great Lakes, ya know). Wendy thoroughly enjoyed the cornfield we slept in that first night and quickly took to road life like the proverbial fish to water.

In the days that followed, Wendy, nervous about me riding Betsy, the one-armed-suicide motorcycle, would give me the car while she was at work.

It was one exceptionally warm Ontario night when I went to Teddy's to pick Wonder Woman up. As we rode through the abandoned country roads, I talked about the intensity of the clear night sky on that particular evening. Wendy suggested we go to a little back country park that she knew of to get a better view.

I pulled off the tiny country road into the small deserted lot and shut down the little mini car's motor. The complete

absence of sound was almost intolerable as I stepped from the driver's seat into the dark, clear, cloudless Ontario night. The small parking lot was surrounded by an ocean of grassy field extending 150 feet in all directions except for the road behind us. Beyond that, and running the complete perimeter of the field, a solid wall of pine trees stood silhouetted against the starry sky. I'd seen fireflies before, but it must have been mating season for the little winged cockroaches that night. By the millions they lit the landscape from the beginning of the field to the tips of the distant trees. The night danced in a frantic orgy of constantly moving and intermittently flashing light. Even if I had eternity to try, I don't believe I could begin to do justice to the actual experience of that surreal evening with just a pen and paper. As we stood at the silent alter of this symphony of lights, holding on to one another, I accidentally (yeah, sure) made the discovery that Wendy had no panties on under that zoot suit of a skirt her boss called a uniform. The mood had already been set as I gently (well, maybe not that gently) lifted her onto the hood of the car ...

My new handlebars finely arrived thanks to a good friend in Southern California. First, I would have to crack open the bat-wing fairing. Then, after the dizziness from the initial shock of actually seeing what evil lurked behind that fiberglass cover, the stereo would have to be removed. With that accomplished, a homemade wiring plug diagram would be needed to ensure that I put the whole thing back together correctly. I could see myself emerged from fingertips to elbows in the spaghetti wiring a full-dress Harley attempts to hide behind its headlight. Once the handlebar wiring was disconnected, it would have to be removed from the broken bars. The new bars would need four holes drilled in them before the wiring could be greased up and pulled through. After that, of course, it would have to be put back together—hopefully, correctly.

So you see this was no ordinary handlebar swap. Truth was, my saddlebag tools plus Wendy's little century-old schoolhouse shrine would be ill-equipped at best to handle this job. I needed a real garage.

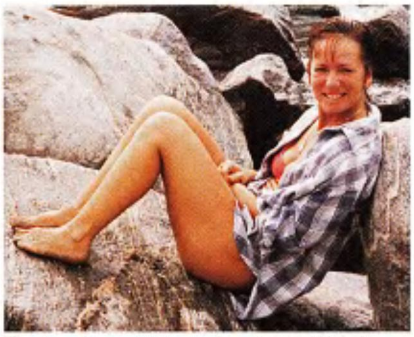
Wendy told me of a friend in Oshawa who owned a small shop called Top Gear Cycles. Dan and his shop partner, Andy, gladly offered me a complete run of their little all-round motorcycle shop, and I was grateful. Without their generosity, the job would have been all but hopeless, but given access to every tool imaginable, the complete handlebar swap took less than a day.

One morning I got around to askin' Pocahontas what she had in mind for all those jars of change. "Well," she said, "when something worthwhile comes up I'll role everything but the pennies. Those I always give away; the rest I'll take to the bank."

Wendy hadn't let me spend one thin dime since the day we'd met, and I was still packin' the same lousy $140 I'd ridden into town with. Yep, you guessed it, I needed money. So Wendy offered me her penny jar.

It was on an exceptionally hot summer afternoon as I sat in a local Oshawa bar with pennies all over the table. It took three hours to role the $60 worth of coins, and I'd figured $20 an hour was a good wage for such easy work.

As I sat laboring over the great pile of copper before me, a middle-aged citizen-type at the next table began to make conversation. Turned out the guy's house needed a new roof. When he learned I was a roofer he asked me for a bid. I worked



The lovely and talented waitress Wendy.

on his pad for two days and pulled in another $300. My money problems were temporarily over.

As is the same with all good things, my time in Ontario was coming to an end.

Not being able to handle much over a month in any one place, my feet were itchin' to get to Niagara Falls, visit some friends in Ohio, then burn up the pavement that leads to Sturgis, South Dakota.

Having always wanted to tour the U.S., Wendy decided to roll what turned out to be well over $1,000 worth of coins. She asked me to remove the Wendy Mobile's backseat and install plywood and a mattress in its place, transforming the overgrown slot car into the affectionately renamed Wendy-bago.

After 12 years of faithful service, Wendy put in two weeks notice at Teddy's Restaurant. Two and a half weeks later she caught up with me and Betsy in Sturgis.

For four weeks we toured the States together. But then, that's another story. For me, each story is like a stretch of road ... a road that never ends.

—Scooter Tramp Scotty

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Biker Etiquette

What Every Biker Should Know

THE TWO-WHEELED CODE OF THE WEST

It used to be that all bikers shared a common bond, an unspoken code of ethics and behavior that transcended words and was built on actions. There was never a bible written on this Biker's Code of the West and there was no need for such a tome. But the times they are a-changin' and there seems to be a lot of new riders out there. These days the riders you see blastin' down the tarmac are just as likely to be clad in shorts and sneakers as jeans and engineer boots. And the roughest, toughest-looking biker you pull up next to could be your doctor or lawyer and may be wearin' a Rolex watch under his leathers. There's nothing wrong with that, so long as these new riders learn the Code of the West just as we old-timers did.

Easyriders has been around the block a few times regarding biker etiquette, not that we're the world's authority (though maybe we are) on the subject. Being a biker used to be about using your creativity to take a basket case old hawg and, using only grit and ingenuity, turning it into a one-of-a-kind eye-dazzler, then risking your life on the asphalt on a bike you made yourself out of pride. Bikers wore leather and grease because they knew cagers would just as soon run them down as look at them, so they had to be intimidating. We were a breed unto ourselves with no union, no support group, and, in many cases, no family (they threw us out). We had to make it in the world on our own, against all rules, against mainstream society, and against all odds. You know, we survived and prospered because of the Biker Code of the West and we never took shit from anybody.

As an old scooter tramp named Jug once said, "It's every tramp's job to school the young. How else are they gonna know a Panhead from a bed pan?" With that in mind, we bring you a primer on the basic two-wheeled Code of the West. Take heed, brothers and sisters, for our Code is a hallowed one filled with honor and loyalty, the likes of which have not been seen since the days of knighthood.

THE BIKER COMMANDMENTS

Don't take any shit. Be kind to women, children, and animals, but don't take any bullshit. This is an essential part of being a biker. It has to do with respect and honor. Anyone can be a brash, quick-tempered lout. Be cool, stand tall, and back up what you say with action.

Never lie, cheat, or steal. Another way of saying this is to always tell the truth. Bikers are always the greasy bad guys in movies, but every real biker knows that his word is his bond.

Illustration: Jon Towle

Your word is all you have in life that is truly yours. Guard it carefully and be about something noble, for you are a true knight of the road.

Don't snitch. If you see a wrong, right it yourself. If you are about anything, you'll take care of problems yourself and never feel the need to snitch someone off. Snitches are the lowest life forms on earth, right up there with bike thieves. This rule goes hand in hand with the next one.

Don't snivel. Absolutely *no one* likes or respects a sniveler. Another way to say this is to hold your mud. Still another way to think of it is, "Don't sweat the small stuff." Most of life's little inconveniences work themselves out whether you snivel or not. Keep your chin up, dammit. You're a biker, not some lowly mollusk.

Never say die and never give up. Whether it's in a fight, a debate, or a business deal, no matter how bad it gets, a biker never gives up. That's why you see a lot of wealthy bikers these days, 'cause they don't know how to quit in any element of their lives. In the biker world of rugged individualists, only the strong survive.

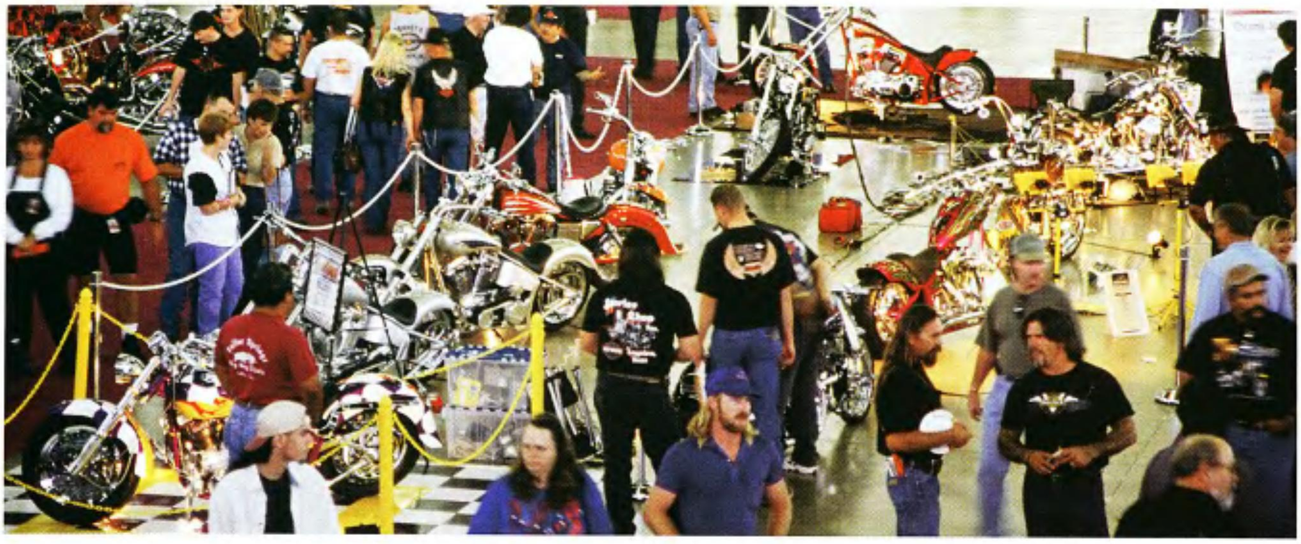
Help others. When a brother or sister is broken down by the side of the road, *stop* and help them. Even moral support, if that is all you can give, is better than riding on by. Remember life is about the journey, the ride, not getting there. You already *are* there. And don't just help bikers, show the world that we are better than our image portrays us. Courtesy costs you nothing and gives you everything.

Stick to your guns. Do what you say you'll do, be there when you say you will. This is called integrity. This also goes back to standing for something. Like the song says, "You've got to stand for something or you'll fall for anything."

Life is not a drill. Yeah, this ain't no dress rehearsal. This is life—go out and take big bites of it. You've got no time to lose and bikers don't stand around waiting for the party to come to them. You only go around once. Tomorrow you could be road kill thanks to a chain-smoker asleep at the wheel of his Caddy. Live life *now*, make the most of each moment. This is *not* a drill.

All right, now let's review. You are a biker, a modern-day knight of the road. Protect the weak, walk tall, and stand proud. Your word is your bond. Stick to your guns. Don't take any shit. Life is not a drill. Now go forth and ride. When in doubt, ride. That's what we do ... ride. If you want to ride around in a Day-Glo Hawaiian shirt and sandals, go for it, but if you intend to look like a goof, at least don't act like a goof. These commandments are just a few of the broad strokes; there is a lot more to being a biker than buying a bike. If you just buy a bike, you are a motorcyclist. Being a biker is a way of life, a proud way of life we hold in high regard and with a burning passion—for the open highway and for life. **Now ride, dammit.** —*Phantom*

YEP, BIGGEST SORE LOSER I EVER SEEN, TOO!



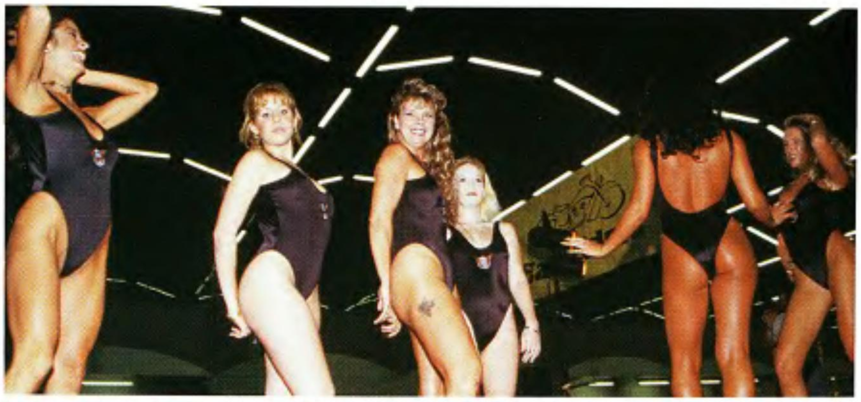
EASYRIDERS ROCKS DALLAS

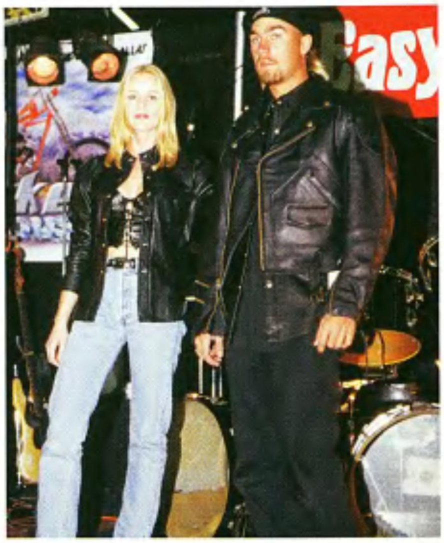
SEX, LOUD MUSIC, AND THE BEST CUSTOM SCOOTS IN THE LONE STAR STATE

Crimson scoots, leathered flesh, fine craftsmanship, and the best the aftermarket has to offer glistened in the Dallas Market Hall in late October. Sure, the prospects were scary, with Halloween looming over the festivities, but the show rocked on.

This was the first Easyriders Bike Show of the 1998 season, and preparations were under way for upcoming regional shows in Atlanta, Georgia; Charlotte, North Carolina; and Pomona and Sacramento, California—all culminating with the big dog extravaganza in Columbus, Ohio, in February.

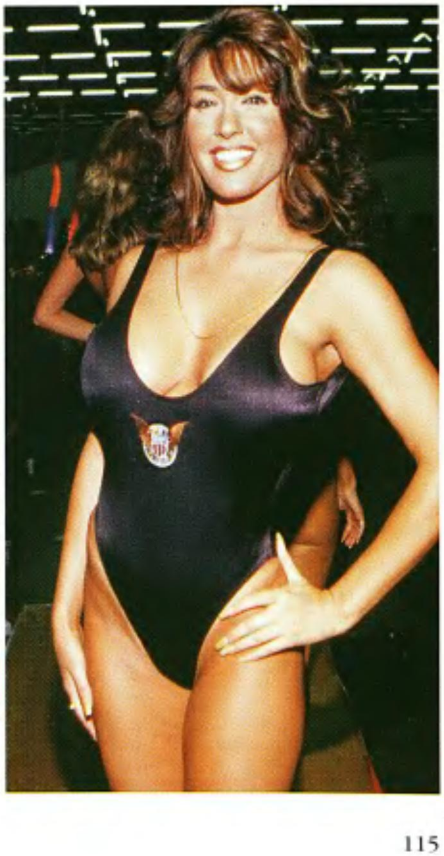
The driving force behind the show

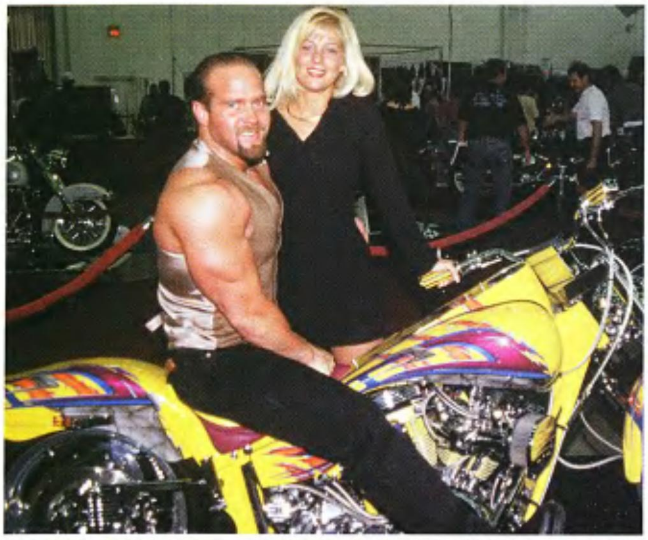


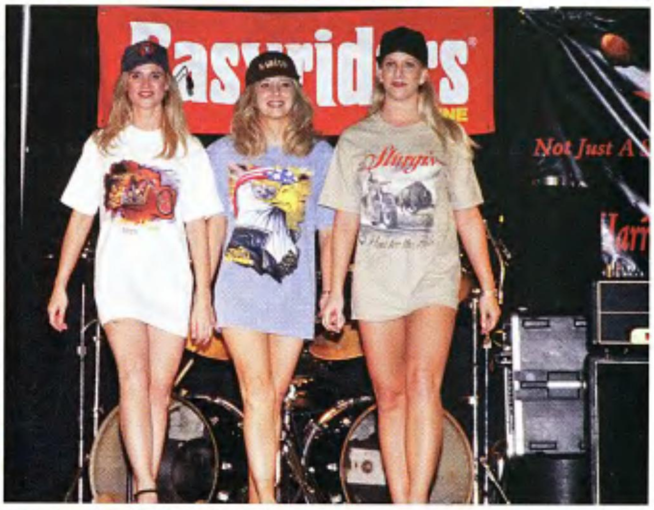


circuit is to bring a healthy dose of recognition to as many builders as possible. It affords custom bike creators and enthusiasts the opportunity to have their bikes displayed in either a Judged or Spectator class and gives them a chance to have their pride and joy featured in *Easyriders, In The Wind, Biker, VQ,* or *Quick Throttle.*

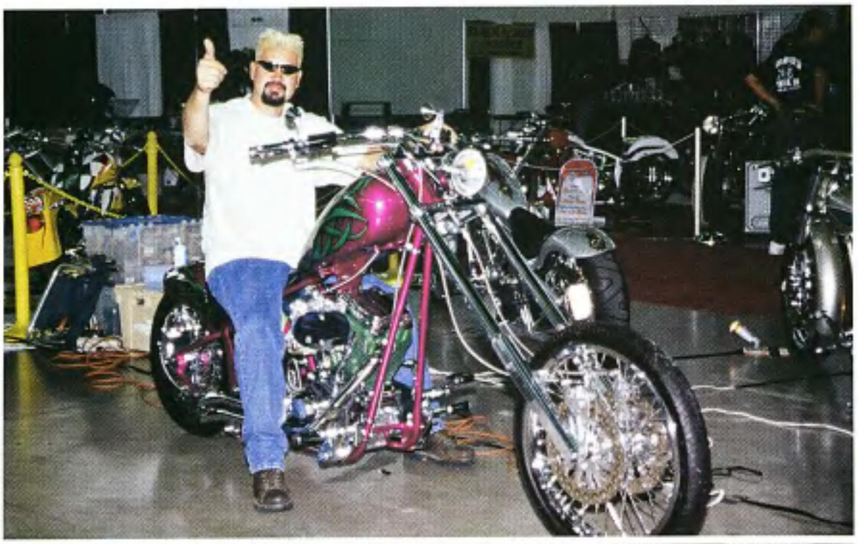
Three winners in each class were photographed on site by master lensman Mike Lichter in his mobile studio. It's no easy task to haul a full studio of equipment to shows nationwide, set up, and shoot a minimum of six full bike features, to our exacting specifications, in a 24-hour period. →





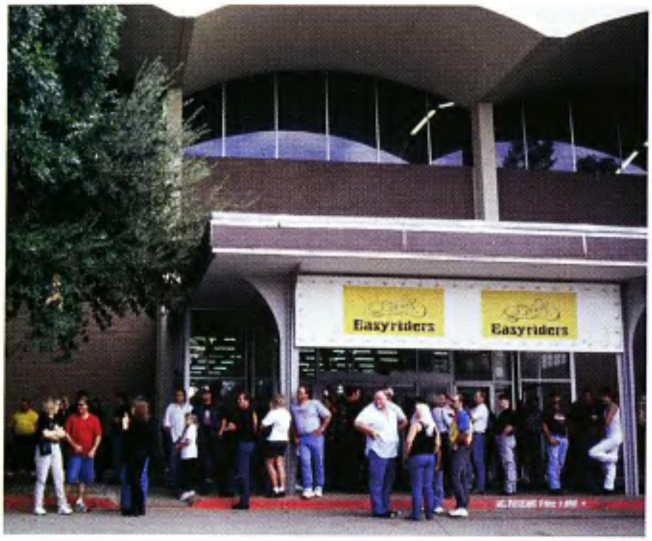

Not Just A

Illusion
'97 HARLEY
CUSTOM BIKES BY



Not only did the winners receive a bike feature in one of our 1999 magazines, but they were also awarded a cast rendition of David Mann's famous Ghost Rider and handed a certificate for $1,000 to help them bring their show winner to Columbus for the Invitational Show, February 12-14, 1999.

Hey, but that didn't leave the owners of the remaining 130 bikes on display empty-handed. More than 30 trophies and gift certificates were awarded, from such companies as Custom Chrome, Drag Specialties, Hallcraft's, and NEMPCO, and we usually squeeze in an extra bike feature or two, not to mention the →



Photos: Stan Miles

Calendar Girl Contest and winner's shoot for the 2000 Easyriders Calendar.

But that's not all—the show rocked to the sounds of Sonny Moorman and the Dogs and Easyriders of Dallas displayed 14 of its favorite bikes including the Kennedy/Bandit project, now owned by Rick and Tiny Fairless, owners of the store, who threw a great feed the night before the show. Many other talented builders were represented, and Ms. Easyriders 1998, Lori Kutter, drew the crowds as she posed on the Captain America bike.

So it's on to the next event, the next party, the next bike project ... until it's time to make the pilgrimage to the master show in Columbus for the final showdown between chrome, leather, and brilliant paint. For info about any of the 1999 shows call (800) 962-9857. Ride forever.

—Bandit

EASYRIDERS BIKE SHOW DALLAS WINNERS LIST

SPECTATOR CLASS

Best of Show

1st
Ivan Angott Jr.
Rowlett, Texas
1997 Ultra Ground Pounder

2nd
Tom Engle, Dallas, Texas
1998 Hardtail Chopper

3rd
Doug Vollmer, Allen, Texas
1947 FL

Easyriders

1st
Troy McGinnis
Trophy Club, Texas
1991 Softail

2nd
Joe Martin
Desoto, Texas
1998 Pro-Street Chopper

3rd
Stephen Smith
Lancaster, Texas
1998 Custom Softail

4th
Randy Sudderth
Seminole, Okla.
1996 H-D Dyna

Biker

1st
Larry Holloway
Katy, Texas, 1995 H-D FXD

2nd
Steve Martin
Breckenridge, Texas
1952 Ariel , Square Four

3rd
Kelli Freeman
Mansfield, Texas
1991 H-D Heritage Softail

VQ

1st
John Malloy
Lake Dallas, Texas
1999 H-D Softail

2nd
Greg Shirey, Bethany, Okla.
1996 H-D Fat Boy

3rd
Thomas Crockett
China Spring, Texas
1951 Panhead

In The Wind

1st
Gary Queen Sr.
Grand Prairie, Texas
1994 Heritage Softail

2nd
Phil Lambert
Oklahoma City, Okla.
1992 H-D FXSTS

3rd
Daryl Engle, Lewisville, Texas
1996 H-D FLSTC

Quick Throttle

1st
Doug Meshirer, Midland, Texas
1996 H-D Wide Glide

2nd
Kevin May, Tyler, Texas
1997 H-D Softail Springer

3rd
Shawnda Meshirer
Midland, Texas
1996 Softail Custom

Early-Riders

1st
Jeff Hoffman
San Antonio, Texas, 1930 H-D VL

2nd
Rico Padilla, Dallas, Texas
1947 H-D 45

3rd
Dennis Gormley, Dallas,
Texas, 1947 H-D EL

JUDGED CLASS

Best of Show

1st
Craig Durrett
Houston, Texas
1998 Special Construction

2nd
Woody Wright
Tyler, Texas
1997 Rubbermount Softail

3rd
George Gill
Lawton, Okla.
1998 H-D Chopper

Specialty

1st
Scott N., Dallas, Texas

2nd
Paul Jones/Show & Go Cycles
Dallas, Texas
1997 Pro-Street

3rd
Mike Withiam, Guthrie, Okla.
1998 Ness FXR

Street Custom

1st
Mark Hambelton
Wylie, Texas
1991 H-D Fat Boy

2nd
Kord Schrowangen
Amarillo, Texas
1998 H-D
Dyna Wide Glide

3rd
Michael Smith
Addison, Texas
1994 FLSTN

Radical

1st
Don Center
Roswell, N.M.
1998 Bourget
Python-Limo

2nd
Kathleen
Covington
Woodward, Okla.
1998 Chopper

3rd
William Ewerling
Tulsa, Okla.
1998 Custom FXR

Antique

1st
Ike Shelton
Show & Go Cycles
Dallas, Texas
1919 H-D L19A

2nd
James Freeman
Haltum City, Texas
1910 Indian Twin

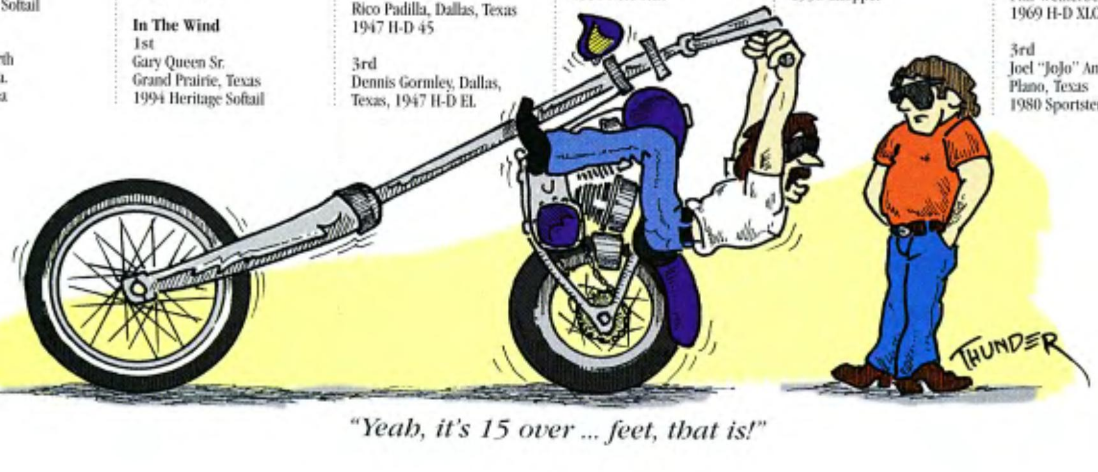
3rd
Tom Wright
Wichita Falls, Texas

Sportster

1st
Patricia Lierly
Oklahoma City, Okla.
1989 Sportster

2nd
Phil Wetherbee, Plano, Texas
1969 H-D XLCH

3rd
Joel "JoJo" Anaya
Plano, Texas
1980 Sportster



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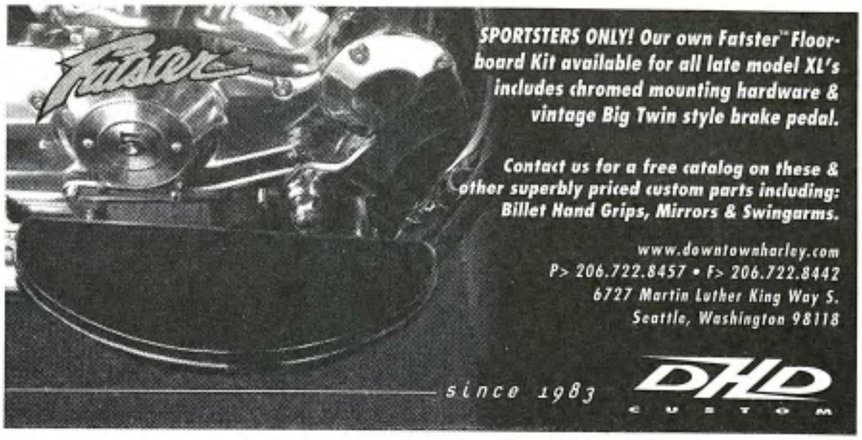

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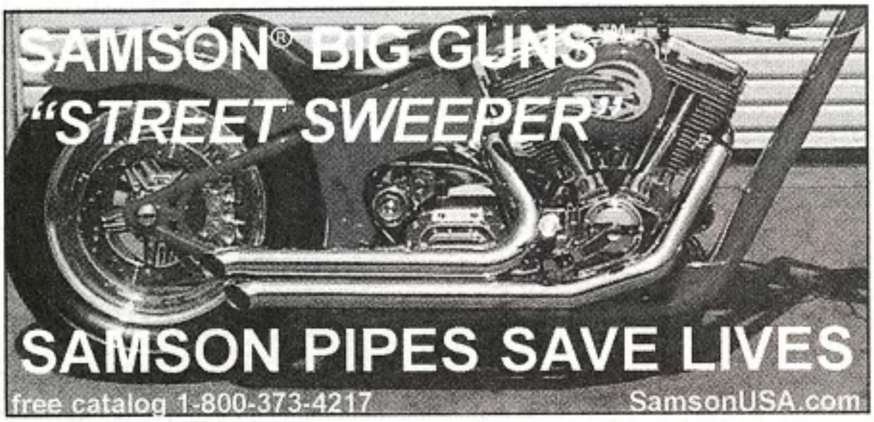
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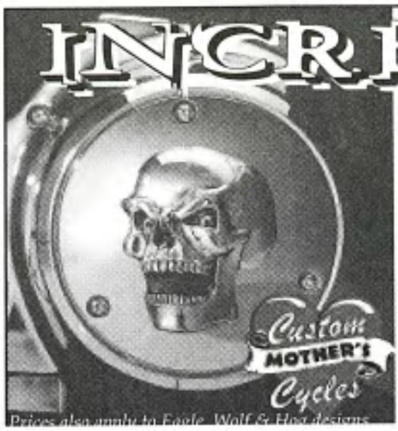

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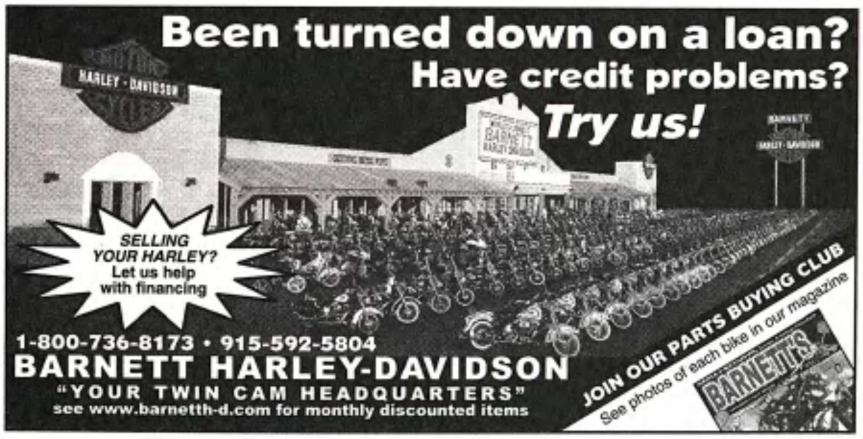
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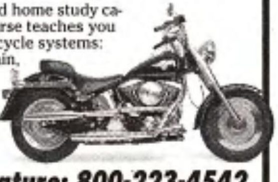

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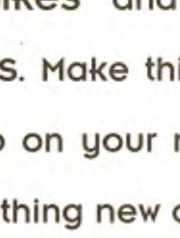

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I had met Mondelo earlier when I was in those parts shooting an AMRA drag race. He has a couple of bitchin' putts. Anyway, I needed a new engine and he volunteered to put it back in the frame once it was done. I borrowed a bike and hung around town for a while before flying home to wait for the telephone call telling me that everything was ready to go. Some of you old time Rip's Run readers may remember reading about this incident. Yeah, it was when I was talked into a 97-inch motor.

OK, so after a few weeks I went back to Omaha to ride Sugar Pai south outta there because it was wintertime and I was freezing my balls off. I started her up and she sounded healthy, thanks to a big bore kit I had installed. I looked her over and saw where Mondelo had taken out the factory spacer that goes between the shift levers and the inner primary cover. In its place he installed a spring commonly used to hold pressure on the push rod covers. I had seen this done before, but I never realized the value. It's one of those things that you're gonna do one of these days—but that day never rolls around. I think you know what I'm talking about.

Removing the stock spacer made a lot of sense to me because it had cut a groove into the inner primary and there was a lot of slack in that area. Of course, it's not gonna hurt anything; it's just gonna look and act sloppy. Ya may miss a shift occasionally.

It may or may not be a problem to some folks; it mostly depends on how many miles you put on your putt. The spacer is made out of steel and the edges round themselves going into the softer aluminum inner primary. Once that starts to happen extra slop occurs, and it doesn't fix itself. The engine jumps around in the frame, thereby pulling on the linkage or, at the least, allowing it to flop around. I wondered why two grooves weren't cut into that sleeve for o-rings that the shifter shaft rides in—sorta like a kicker cover on a 4-speed trans. Then the grease could be contained in that area. Or maybe they could make the spacer out of Teflon, similar to pistons on skirts or wrist pins.

I like seeing the allen bolts.

Push rod spring is a quick fix.

Photos: Rip

Do you think that would be overkill? Look at what they're getting for the new units. I think nice touches like that would make H-D truly the king of the road, but what do I know? It would probably add to the price of the bike a bunch, so don't look for it to happen any time soon.

A brand-new stock spacer ain't gonna help once the groove is cut. The only way to fix it would be to take off the inner primary, weld it up, and then have it machined, or get a really thin washer and space it out. It's not very practical. I mean, how many of us are gonna go to all that trouble? Not me.

The push rod springs are an easy fix, and I've never had to worry about them since. It may look aesthetically pleasing, but I'll take function over beauty any day, just as I do my women.

Another thing is that the factory has the allen bolts holding the shift levers on the shifter shaft coming in from underneath; they're hard to reach that way. They probably don't want the bolts to fill up with water and look tacky. I always turn 'em over. They carry the same part number. I like seeing them—same as on the timing cover and outer primary cover—but that's me. I'm an allen bolt freak. Until next month, see ya. *—Rip*

Ridin' On Rubber
Checkin' Out The Rubbertail Frame From Wil Phillips

Not too long ago, we showed you an innovative new Softail-type frame that had just hit the market. Actually, innovative is kind of an understatement because this thing was a damned leap forward in frame design. In fact, its popularity has increased so much in this short period of time, that we thought we'd come back and have another look.

The Rubbertail is the frame in question, brain child of Wil Phillips, owner of Ride 1. Wil has been designing chassis and fabricating components for race cars (Indy cars, top fuelers, etc.) for longer than even I am able to remember. Being an avid Harley-Davidson enthusiast himself, Wil began to look at the various design features used on Softail frames, both factory and aftermarket, and saw that there was some significant room for improvement.

Now anyone who has ever made anything will tell ya that his shit is the best, that everyone else's is garbage, and if you're lucky, he has enough brains in his head to tell you why. But actually, Wil is the type of guy who's easy to talk to, and in conversations that concern his frame, he'd rather tell you why his is different and unique instead of saying why someone else's is junk. There's a point in my book already.

First off, the most noticeable thing we have here is the fact that this sucker's a rubbermount frame, hence the name Rubbertail. The second thing that comes jumping out at you is the rear suspension: It's mono-shock. Yowza! And upon closer inspection, this frame's really a whole lot different than many of the rubbermount Softail frames that have come before it.

First, the rubber part of the Rubbertail—this frame uses FXR-style mounting for the power train. That means an FXR front engine mount and rubber-isolated rear swingarm. The Softail-type swingarm is truly rubbermounted, using the exact same rubber bushings used on stock FXRs. Wait a minute, you say, then where are the locators for the pivot shaft? A-ha! Well, to avoid disrupting the smooth look of the Softail, Wil designed the rubber mounts for the swingarm in back. Up at the top motor mount, a stabilizer link is used (again, just like an FXR), and another one is used at the rear of the transmission. That's right, Wil added a second stabilizer link near the back of the tranny in order to keep the power train from moving drastically from side to side. This translates into straighter launches, a better controlled rubbermounting system, and you guessed it—a smoother ride.

Ride I components, including swingarm and mono-shock.

Now just because this frame uses the FXR rubbermount design, don't get your shorts in a wad thinking you'll have to run a short FXR primary. No, what happens here is a Dyna transmission case is used instead, and it locates on the swingarm's pivot shaft, just like the FXR tranny does. Wil chose the Dyna tranny for two reasons. First, he had to make room for the mono shock (which, because it's right under the seat, meant using a stock oil tank was no longer an option), and second, he wanted to let the Softail enthusiast keep the look of the long primary.

OK, so now for the tail part of the Rubbertail. Yep, it's a mono shock. Eliminating the standard Softail suspension geometry that actually pulls on the shocks, instead of compressing them, this frame uses a special mono shock

The Rubbertail's FXR-style frame.

Kit includes internal fork stops and neck bearings.

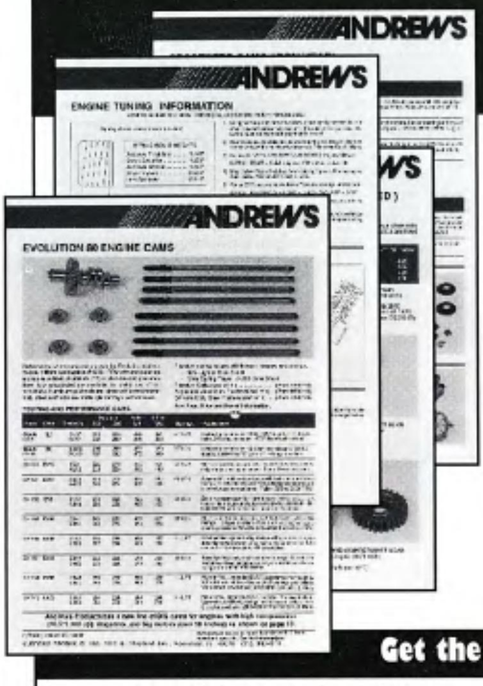
located right under the seat pan. This improves the function of this frame's rear suspension and in conjunction with the rubbermounting offers a smooth ride previously unavailable to Softail fans. And here's the kicker: This frame will accept a 200 rear tire on a 6-inch rim, with a belt. So what? Well, the frame is no wider than a stock Softail frame. How did he do that? Look closely at the swingarm. On a Softail, the swingarm has its own set of side plates that match the ones on the frame. Well, instead of mounting them at the ends of the pivot tube, like a stock frame does, Wil moved them inboard. Now the thick, heavy-side plate on the swingarm isn't in the way, and all of a sudden a ton of room opens up to make way for the huge rear tire and drive belt. Pretty damn slick, huh?

Because Wil is an old-time racer, he designed his frame with strength, longevity, and performance in mind. He also prefers to use the best materials

Wil even includes the kickstand.

when he does any job, and this is why his frames don't just come bare, but with a whole lot of extras. See, having an excellent frame is a great place to start, but the bits that Wil includes in his frame kits ensure that even the first-time builder will end up with a chassis that works and lasts. This is why each Rubbertail frame kit includes all these extras: frame, swingarm (with pivot shaft and hardware), internal fork stops, →

PERFORMANCE PAGES



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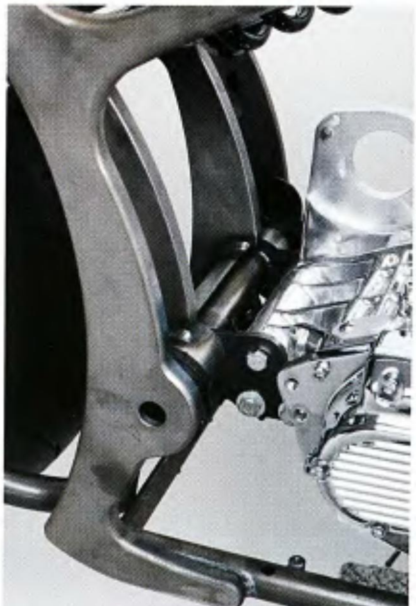
The mono-shock in place under the seat.

neck bearings, front motor mount, double-adjustable mono-shock and hardware, axle hardware, kickstand, fender struts, choice of rear fender, battery tray, battery cables, Odyssey dry-cell battery, choice of four powdercoat finishes, and a custom seat pan. For a list price of $4,795, all you need is a front end, front fender, and wheels to make a rolling chassis. Now that's complete.

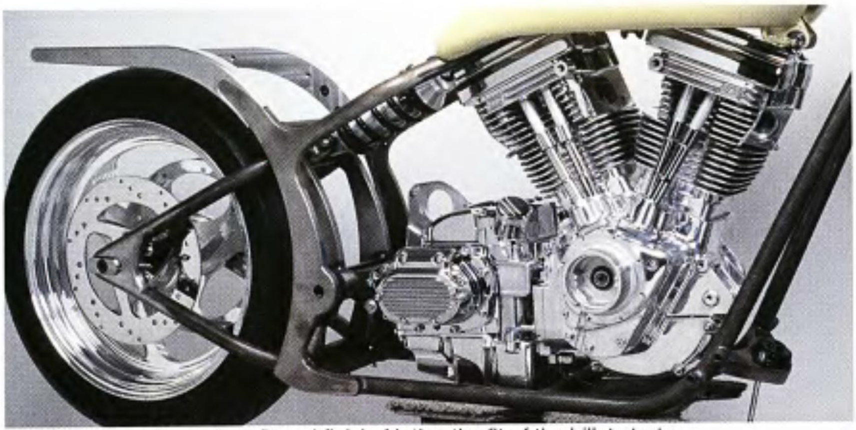
Even the fender struts and a special kickstand were designed to further complement the frame. Notice how smooth the billet aluminum struts mate to the frame, bolted in from the inside of the frame rails for a clean look. The



Rubber-isolated rear swingarm.

kickstand was designed for simple looks and operation. Made from a tapered stainless-steel tube, it features an internal spring and ball detent to lock it in place. Wil says that these kickstands will soon be available as kits for builders who want to eliminate the clunky kickstands currently used on Softails.

It is hard to ignore the quality Wil



The kit shows off excellent fit and finish. Notice the fit of the billet struts.

Photos: Markus Cuff

The complete kit retails for $4,795.

spent years pouring into this frame design. In fact, it even managed to grab the attention of the folks at KüryAkyn so quickly that they began distributing the Rubbertail almost immediately after they saw it. And when you consider how much stuff comes with the frame (compared to pricing all this hardware out individually) the Rubbertail just looks better and better. Want even more info? Contact KüryAkyn direct for actual price and availability on frames, or Performance Specialties for complete motorcycles.

—Wordman

Sources

KüryAkyn USA
P.O. Box 37
Stillwater, MN 55082
(715) 247-5008 • www.kuryakyn.com

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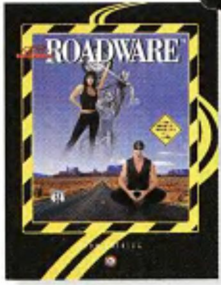

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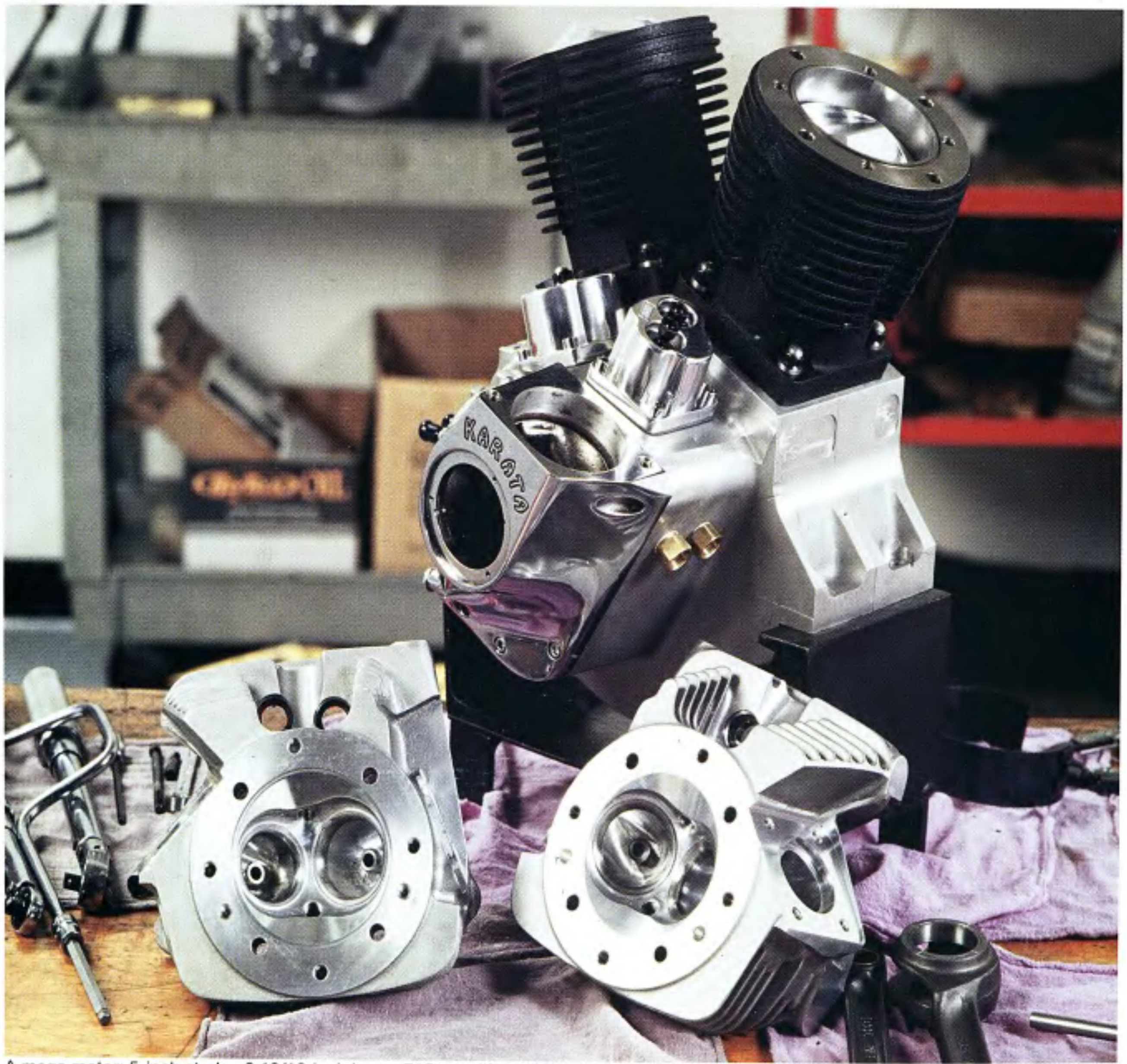
Go Big or Go Home
Fast Company's 114-Inch Monster Motor

How can a big bore V-twin motor deliver more power than a small block Chevy and still be a reliable, streetable, everyday ride? Welcome to Fast Company, where such miracles occur on a frequent basis.

Word came down from the shop's owner, John McLeod, to create a roaring, fire-breathing, 114-cubic-inch dragon of a motor that can be tamed for the average Sunday ride. Not an easy task, you say? Oh, disbeliever, then you don't know the talents of general manager Rick Baldwin, service manager Lauren Stengrund, and engine assembler Mike Bradshaw.

"We wanted a stroker motor that could live for a lot of miles," Lauren explained. The goal was to create a stroker that was smooth as silk and an everyday ride. The team wasn't satisfied with the various complete motors available in the aftermarket world, choosing instead to create this beast from scratch. The sum of the separate parts is a Fast Company special with each component hand picked for maximum results. The picking list of engine parts is enough to make any biker drool despite himself: Triece Racing cases from Australia, special S&S racing flywheels, Carrillo rods, JE pistons, Axtell cast iron cylinders (extra long finned barrels), JIMS lifters and lifter blocks, STD dual plug heads, a modified S&S G carb, and a Red Shift racing cam. Sounds like a recipe for utter road domination for those with a true appetite for destruction.

Once all the parts came in from all over the globe, the real work began. →



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Test conducted on 1990 FXR-80 cu. in. Stock bore, stock stroke, stock flat top pistons, V-Thunder™ EVL-3030 cam, Mikuni® 42 Carb., and 2 into 1 exhaust.
Dyno runs provided by Ray Price Harley Davidson® Raleigh, NC on a Dynojet® Dynomometer.
Flow Data
Tested @ 28 inches on Super Flow 600 with stock unported manifold.

Valve Lift	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700
F.Intake cfm	65.7	133.5	183.0	223.2	240.0	253.2	264.0	273.0	276.0	280.8
F.Exhaust cfm	54.6	120.8	152.6	171.7	181.3	186.7	194.0	197.2	200.3	201.9

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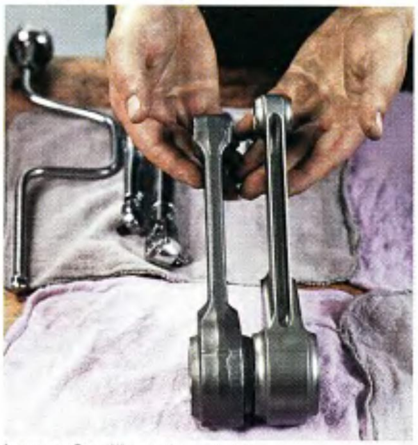
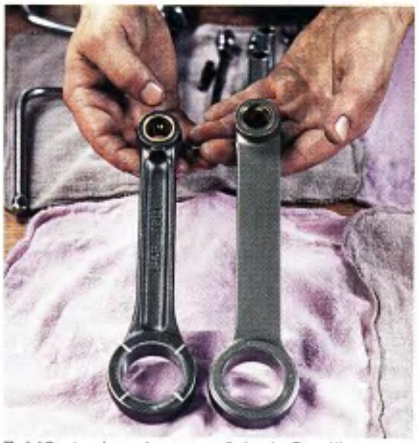
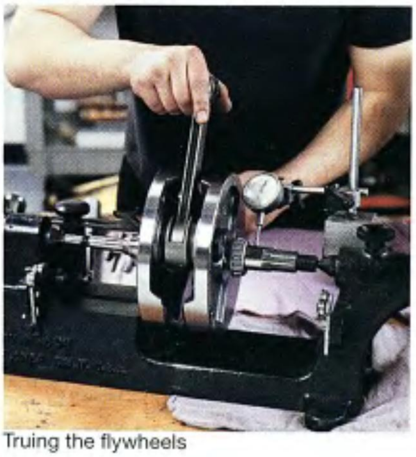
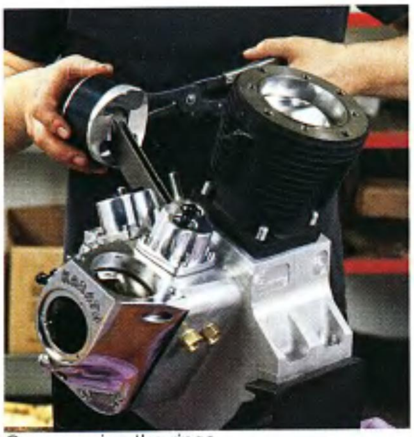

Larger Carrillo rod on right


7.440 stock rod verses 8-inch Carrillo

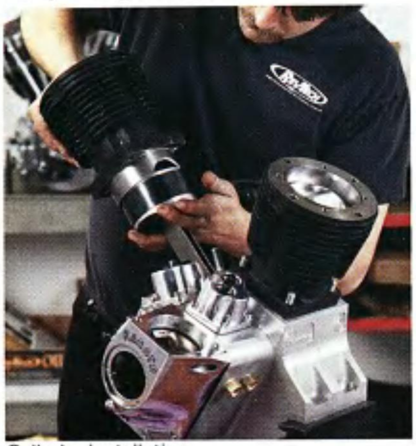
TRW motor cases


Truing the flywheels

J&E piston installation



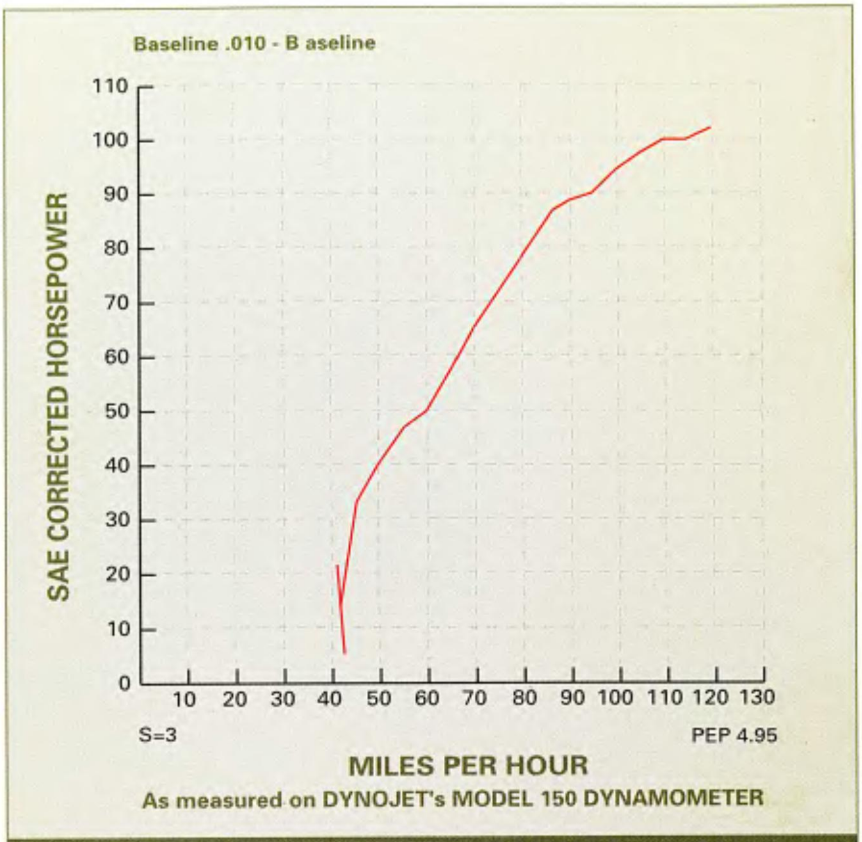
Compressing the rings



Cylinder installation

Installing massive Fast Co./STD heads

Installing the rocker boxes



Baseline .010 79.2°F 30.29-0.17 in. Hg. 127 ft. CF=0.97 Max Power 102.6 98 C.I. Long Rod, S&S Super G (Mod.) 625 Red Shift Cam, Flowed Heads, Single-Fire IG., Trapps

Photos: Bruce Carroll

There were several challenges to overcome. For instance, when you increase stroke, you decrease piston skirt. The answer was full-skirt pistons from JE, which stay true in the bore and don't go sideways. That's the main reason for building a long rod motor. The main difference in building a motor like this is that more clearance is required so that the flywheels will swing around. A tremendous amount of crafting must be done. Because the Carrillo rods are longer and wider and would collide with the flywheels, you have to mill off part of the flywheel as well as notch the cylinders and cases, front and rear, so the rod will clear the cylinder spigot. They're also running a big cam, so the lifter blocks need to be clearanced.

Like the infamous Frankenstein monster made from numerous oversized parts, everything about the Fast Company stroker is just bigger than usual, and size has caused more than a few problems as well. Longer cylinders meant that the motor wouldn't fit in a stock frame. The plan is to put this giant in a Bourget swingarm frame with a very fat tire on the rear. There were some other items that needed to be fabricated for this application. They included a custom exhaust and mounts, intake manifold, top motor mount, pushrods, and clips. The overall motor height is .671 inches over stock. They may use compression releases on this motor for ease of starting.

Fast Company also built a 98-inch version of this winning combination. Corrected rear wheel horsepower was 102 and torque was 101.4. These numbers were derived using pump gas. This motor was recently torn down to check for wear. With 10,000 miles (Redwood Run and back) under its belt, there was virtually no wear on the rings, pistons, or cylinder walls.

The 114-inch version is predicted to realistically produce 120 horsepower to the rear wheel and 120 foot/pounds of torque. These are conservative estimates. So what will this monster look like sitting between two wheels? Stay tuned!

—Phantom

Source

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No-Brainer Suicide
New Shifters For Old Jocks

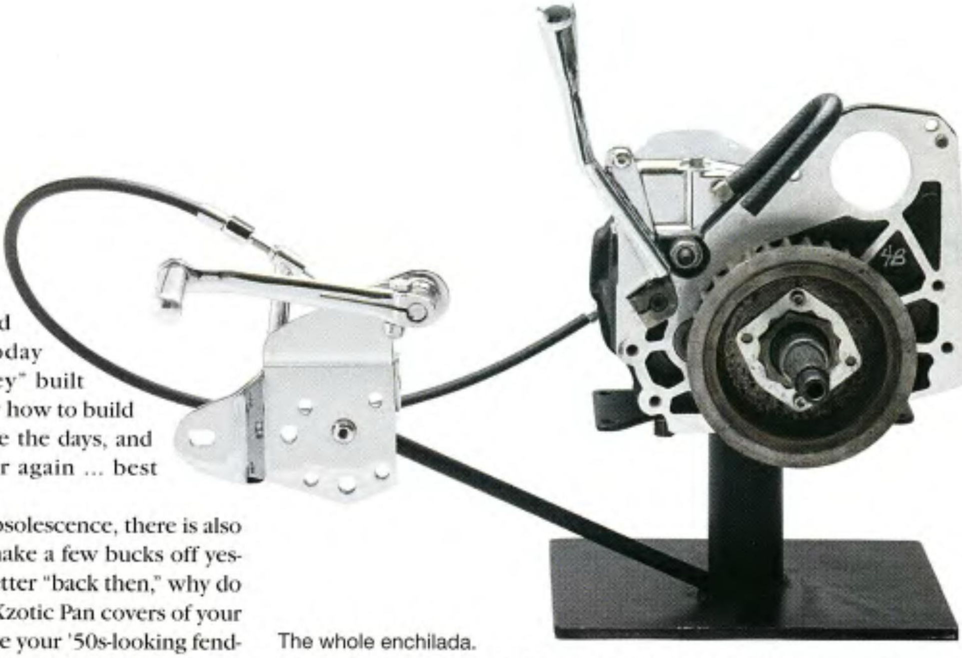
Remember the days when everything was better than it is today? Those good old days? Every piece of "newfangled crap" invented or manufactured today pales in comparison to the way "they" built things back then, because "they" knew how to build things the right way! Yeah, those were the days, and we could use a man like Mr. Hoover again ... best vacuums that ever sucked dirt.

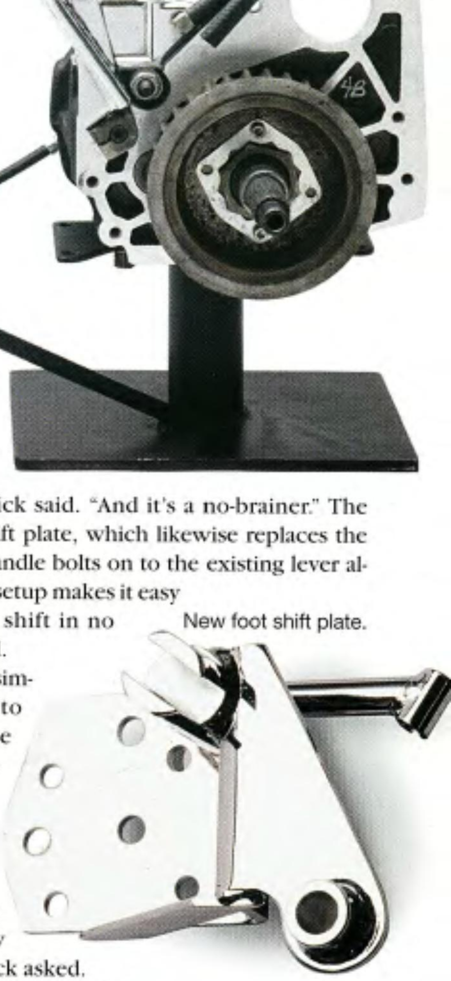
But as sure as there exists planned obsolescence, there is also profit-induced nostalgia, designed to make a few bucks off yesteryear. Because if things really were better "back then," why do you have a '98 S&S motor under those Xzotic Pan covers of your gazillion dollar custom sled, and why are your '50s-looking fenders made from carbon fiber instead of "good old," rust-prone sheet metal? Wouldn't you rather head to Sturgis or Daytona on your genuine, bone-stock '29 JD or '52 K model?

Let me simply tell you that old is great, as long as it's new. And the same goes for those pining for their lost youth spent clinging with one hand to a suicide clutch and the other to the throttle, while one foot played with the clutch pedal and the other tried to find the right moment to let go of the break and quickly find the asphalt, before having to make the choice of sailing through the red light or dumping the bike ... again.

Go ahead, call me a cynic ... I've been called worse. But then check out Jack LaBriola's new, modern-day connection to the past. Jack, of LaBriola Machine in Denver, Colorado, fabricates some of the finest suicide shift systems around, and the installation is easy and quick.

All you've got to do is take off the clutch cover and swap the cables. Then you reassemble the cover. "That's the hardest part of the whole process," Rick said. "And it's a no-brainer." The same goes for the foot shift plate, which likewise replaces the old one, and the shifter handle bolts on to the existing lever already on the tranny. "This setup makes it easy to switch back to a foot shift in no time at all," Rick explained.


The whole enchilada.

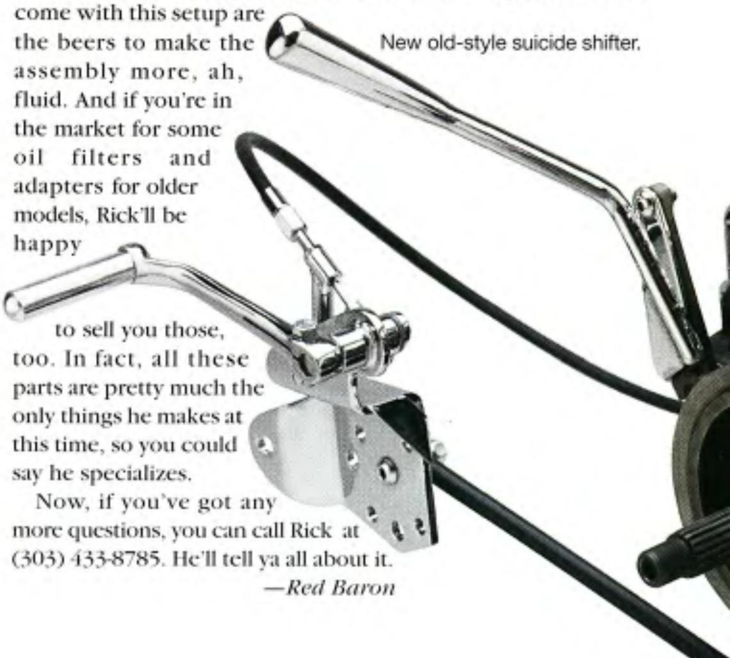

New foot shift plate.

The adjustment is also simple and easy, according to Rick. You simply set the cable so the clutch engages just as the foot lever comes off the peg or floorboard. It's all done with your ankle and without taking the foot off the peg or board. "How much easier can it be?" Rick asked.

Rick's system is made to fit Softails, rigid or swingarm 5-speeds, and he has some wide glide-style peg mounts as well. The only things that don't come with this setup are the beers to make the assembly more, ah, fluid. And if you're in the market for some oil filters and adapters for older models, Rick'll be happy to sell you those, too. In fact, all these parts are pretty much the only things he makes at this time, so you could say he specializes.

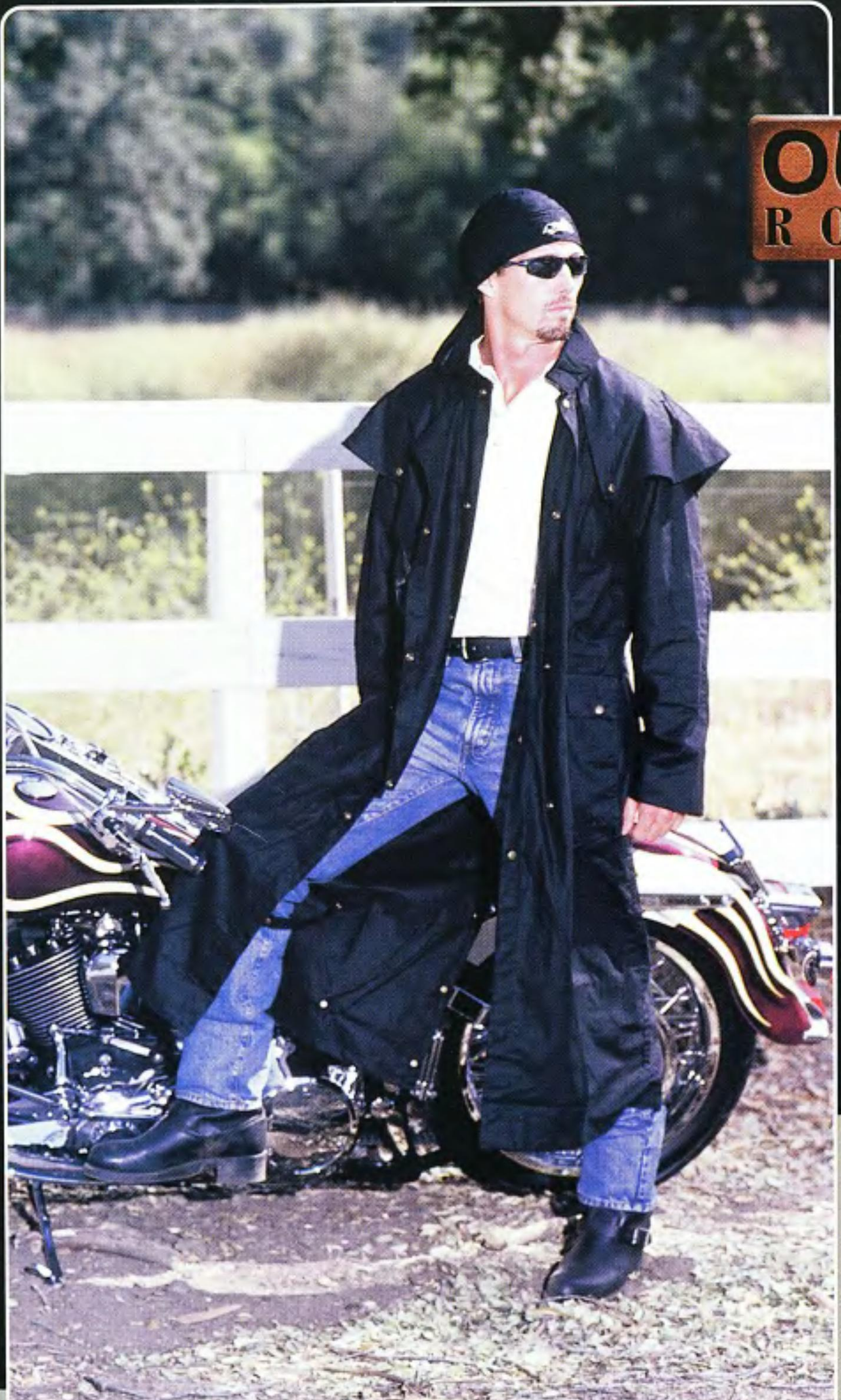
Now, if you've got any more questions, you can call Rick at (303) 433-8785. He'll tell ya all about it.

—Red Baron


New old-style suicide shifter.

Shifter peg, clutch cable ... it's a simple, "no-brainer" trade.

Photos: Doug Kamicar



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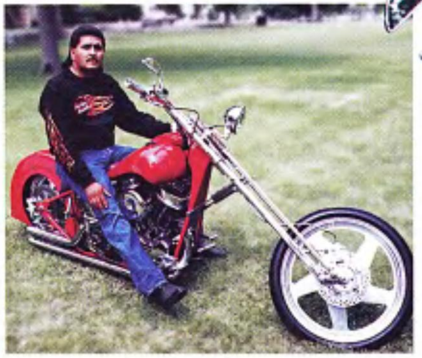
Photos: Third Eye Photography

Tommy Candelaria
Roswell, New Mexico
1949 Panhead



Trust No One ... especially not me ... because I'm about to tell you a story, a tale most will dismiss as pure coincidence, but one that those in the know will immediately question. It involves Roswell, an out-of-this-world 1949 vessel, a man in black, and a strange encounter.

It all began back in 1996 when quiet, unassuming used car salesman Tommy Candelaria of Roswell, New Mexico, was puttin' around Red River during the Memorial Day Red River Run. Frankie and Cathy of Third Eye Photography, experienced flyin' scooter spotters, took one look at his radical red Panhead and knew that it was no ordinary machine. Knowing they needed a closer look, they convinced Tommy to enter his once basket-case '49 Pan in the Black Crow Bike Show, where it easily captured Best of Show.

Now a Bike Show winner, it was time for some photos and scrutiny of the stretched and molded 6-gallon tanks, the custom seat with "49 Panhead" stitched into the upholstery, the hand-fabbed pipes, the Arlen Ness back fender, Paughco frame, springer front end, Performance Machine brakes, S&S carb, and the purple metal flake details on the motor.

Shots taken, Tommy and his lady, Loretta, went back to enjoyin' the Red River Run festivities, and Frankie and Cathy, photos in hand, went on to their next mission. Just another story of a bad-ass bike discovered by talented photographers? Maybe. Maybe it's just coincidence that the year of the bike is 1949 (the same year of the Roswell incident), that the owner wears black and *lives* in Roswell, and that he had an encounter with a company called *Third Eye*. Or maybe not ...

—Bob A. Weegee →

ReadersRides

Willie Huber
Newmarket, New Hampshire
1994 FXR/FXD

"Do you love me?" he asked her.

"Yes, dear," she answered.

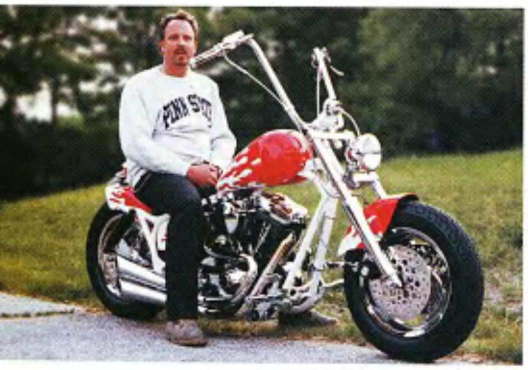
"If Brad Pitt asked you to move in with him, would you still love me?"

Without a moment's hesitation she said, "Yes, and I would miss you very much."

I guess that's the way life is: You go with the best offer.

Willie Huber was the service manager of Seacoast H-D in North Hampton, N.H., when he put together this mean machine. To get it done right he enlisted the talents of Mark Rowe of Seabrook, N.H., who custom designed the FXR-style frame and billet swingarm, stretched fuel tank with flush mount filler, and rear fender; and Mike McCaan of McCaan's Customs in Dracut, Mass.,who laid on the white pearl and Loch Ness Red paint.

The 80-inch Evo motor sports an Andrews EV46 cam, a CV carb with Dynojet, and a Screamin' Eagle hi-flow air cleaner. The heads were mildly flowed and



polished by The Pigg, and the pipes are Strader. The wide glide forks are lowered 2 inches and feature Accutronix triple trees. Chroming is by Brown's. The 16-inch front and rear Sturgis Wheel Co. wheels wear Dunlop tires, and JayBrake is in charge of the stopping. The bars are K&N apes, the front fender is from Ness, forward controls are JayBrake, and the seat is Danny Gray.

Willie built this bike to keep, not sell. But someone wanted it real bad, and offered him a handsome price. So, sell it he did, and he bought a house with the money. Like the lady above, he took the best offer. He's now general manager of Seacoast H-D and is building a twin carb Knucklehead. He's building it right ... to keep. Unless of course ... —*Trash*

Photos: Dave Snow

David
Pleasanton, California
1991 Sportster

Allow me to introduce a man who brought this spiffy Sporty to our Readers' Rides column: David from Pacific Custom Cycles in Pleasanton, California. That's what his business card says, "David." Yep, David submitted it, and it would be my pleasure to offer a heartfelt congratulations to the artist who dreamed of its form, and to the skilled craftsman who worked the raw materials into the finely finished parts. I know very little of the painter's trade, but I can instantly recognize a gifted painter's work when I see it, admire its beauty, and tell its story. Being a decent wrench myself, I would be honored to offer the master mechanic who assembled these parts into the synergetic machine you see here the respect that is his. The longing looks and compliments would surely make him proud.

Trouble is, I know that David submitted this bike, but I don't know any of that other stuff. Greg Chess, present owner of Pacific Custom Cycles, took over the shop from David, whereabouts unknown. The bike was brought in when it was still David's shop, and Greg knows almost nothing about it. He does know that the owner did most of the work himself, including the paint, then asked David to submit it to *Easyriders*, which he did.

Included with the photos was this short description: 1991 Sporty; Andrews cam, lifters, springs; ported and polished heads; chrome-moly pushrods; Screamin' Eagle ignition, nitrous oxide system; ThunderHeader exhaust, Akront rims; Progressive shocks; etc., etc.

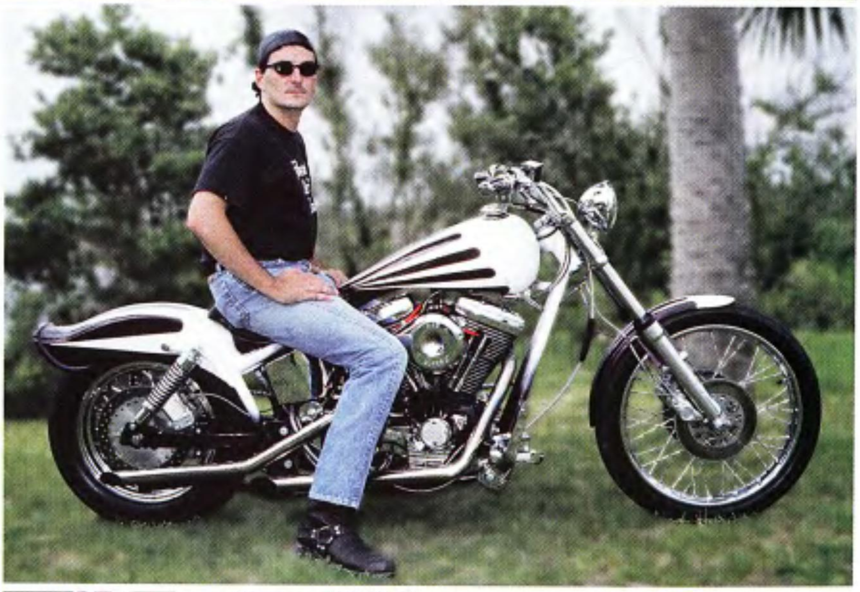
That etc., etc. part was most helpful, I think. It leads me to believe that there is more to the bike than what is listed, but I can only tell what I know.

—*Trash*

Photos: from owner

Photos: Pat Randle

Victor Kelly
New Port Richey, Florida
1996 Pro Street FXR



This U.S. Army paratrooper, stationed in Germany, knew he had to pass the test. But the equipment he had was made in Japan—not fit to use when you're trying to make the grade. But that's what buddies are for—men you can count on to give their all when it's most needed. So it was to his buddies that Victor turned to when he needed a machine that would get him through the ... driving test? Yup, a driving test!

See, Victor was about to go on leave, and his plan was to ride all over Europe, but before he could do that he needed to take the motorcycle license test. Problem was, his Honda wasn't running for shit (big surprise), so a friend loaned Victor his Harley for the test, and even told him he could take the scoot when he went on leave. That was all it took ...

Once discharged, Victor found himself in Seattle, where he bought a beat-up Harley. Over the next eight months he logged nearly 20,000 miles before ending up in New Port Richey, Florida. There he met John, Karan, and Little Al of J&K Custom Cycles. It was time for a new bike, and he asked J&K to build it.

They raked the '96 Pro Street frame 36 degrees, made new fenders, reshaped the tank, and to the paint booth it went. Black cherry metallic pearl was laid on and white, blue, and purple striping, and scallops finished the look. They added an FXWG front end and dressed the wheels with Avons, then dropped in a 104-inch S&S motor and tranny. An S&S "G" series carb breathes in and drag pipes breathe out.

Victor recently took off for a little ride around our country, and maybe a couple of others. Yeah, life is good! —*Trash*

"You the bitch seeking a sensitive, caring guy for quiet times and walks on the beach?"

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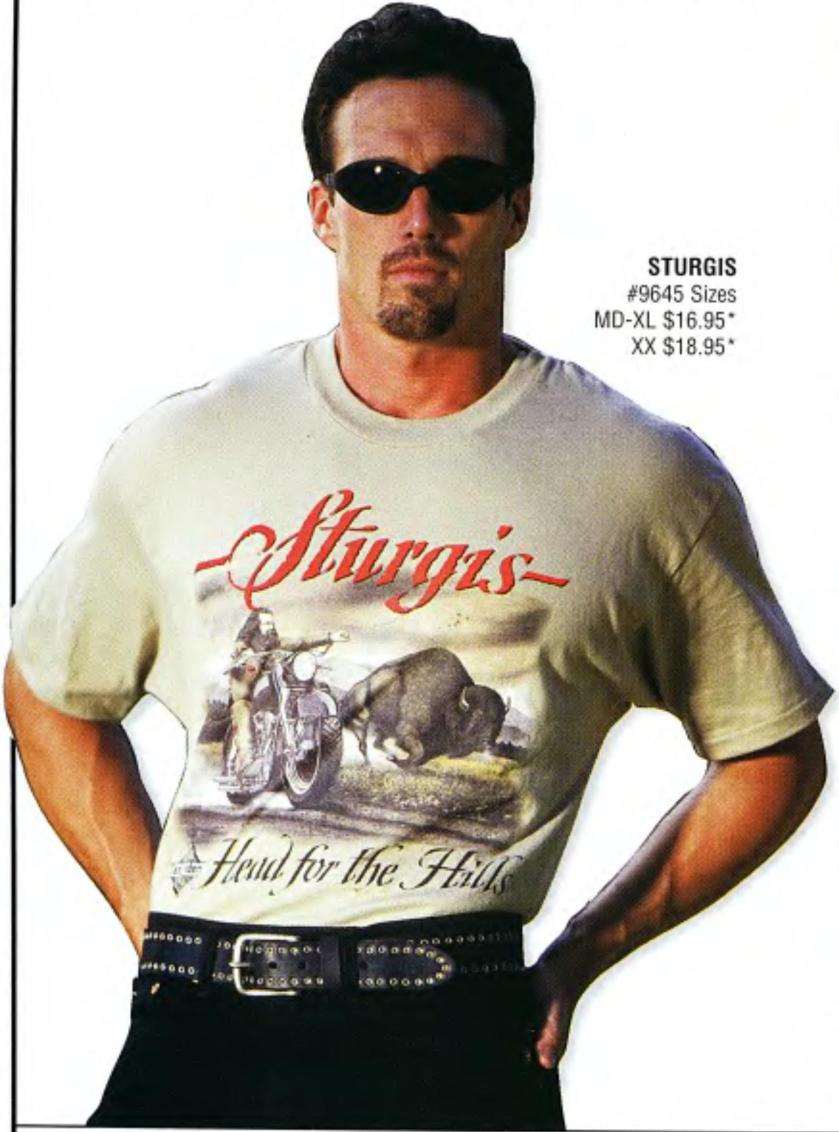

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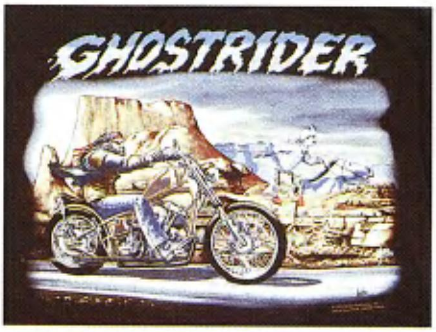

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It's a Touring Bike! It's a Street Bike!

ROADRUNNER SPORT

Phoenix, Arizona, provides the perfect setting for this month's evaluation of Titan's new Roadrunner Sport touring model. Although Phoenix →

and the surrounding areas are growing rapidly, there's still plenty of wide open spaces where you can ride for hours and take in the desert scenery.

For a few years now, comments have been thrown around regarding the capabilities of these bikes as great barhoppers and short-trip scoots, but death-like if ya have to travel long distances on them. Well, Titan has come up with something that will silence those naysayers faster than a CIA hit team taking out a foreign dictator. OK, maybe not that fast, but pretty close.

Titan's latest creation is the Roadrunner Sport. The Phoenix-based company has taken its basic Roadrunner model and added a few extras. The obvious ones are the windshield and a set of saddlebags, but it's the subtle differences that really make the Sport stand out in the crowd. Before we get to those, let's start with the obvious. The whole setup, with the shield, bags, and sissybar, will remind you of Harley's Dyna convertible, insofar as the accessories are easily removed, but that's the only similarity. Where it takes at least 30 minutes or more to remove the convertible accessories on the Dyna, with Titan's you're ready to hit the road in style in under five minutes! It isn't because Harley is using superior products; rather, Titan has seen what works and what doesn't for this application and has planned out a new concept.

Now let's take a look at the "subtle" differences; that is, if you can call a 107-inch motor subtle. I was talking more about the rider and passenger footboards and the completely chromed engine package. Titan has been very successful in taking an S&S engine, rebuilding it to Titan's specs, and making it their own. This model is no exception. With 107

cubic inches beneath you, you're gonna want to tour all over the place—with the bags on or off. This brings us to the first problem, which is common in all bags that are made to be removed. They aren't big enough. If you were riding solo, it wouldn't be a big problem, but if you have a passenger, especially yer ol' lady, there simply isn't enough room. Solution ... don't take her!

There were two other problems I found with the Sport. Although the windshield is a great accessory, it seems to sit a little too high. A windshield should sit so that you are looking over the top of it. This one sits higher and forces you to look *through* it. Not a real problem until it gets really dirty. If you are traveling a long distance and forget to clean it before dusk, you may have a hard time seeing through it. The second problem had to do with the handlebars and grips. They were set up so that they turned your hands *out*. After several hundred miles, your forearms really got a workout. But this problem is being corrected and may be a moot point by the time this comes out.

I rode this bike for several days, putting on several hundred miles. I had no problems with it, other than those mentioned. Titan's motor and tranny setup work well together and have all the power you could want in either a touring bike or barhopper. After all is said and done, you have exactly what you've come to expect from Titan: a well-built, quality motorcycle. In the case of the Roadrunner Sport, you have a completely custom, convertible touring bike, ready in minutes to be the pavement pounder Titan is known for. For more information on the Sport, or any of Titan's models, contact Titan Motorcycle Company of America, Inc., 2222 West Peoria Ave., Phoenix, AZ 85029, (602) 861-6977

—Oil Can

Manufacturer: Titan Motorcycle Company of America
City: Phoenix, Arizona

General
Fabrication: Titan
Year/make: 1999 Titan
Model: Roadrunner Sport
Assembly: Titan
Time: 8 weeks
Chroming: Titan

Engine
Year/model: 1999 Titan/S&S
Ignition: Titan single-fire, programmable
Displacement: 107 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: Titan/S&S
Cam: S&S
Carb(s): S&S Super G
Pipes: Titan
Modifications: Titan RM/Thunderheader, balancing by Titan, JIMS lifters, K&N super charger air cleaner

Frame
Year: 1999
Type: Titan RM
Builder: Daytec
Modifications: 32-degree rake

Transmission
Year: 1999
Modifications: JIMS 5-speed, constant mesh

Paint
Molding: Titan
Painter: Titan
Color/type: candy red/Spies Heckler
Special paint: ghost marbleizer

Accessories
Bars: White Bros. Burly Knuckles
Risers: Titan
Handlebar controls: Titan
Fender(s): Titan
Headlight: Custom Chrome
Taillight: Custom Chrome
Speedo: Custom Chrome
Dash: Ness
Pegs: footboards
Electrics: Titan
Foot controls: Titan
Gas tank: Titan 5-gallon, stretched
Oil tank: Daytec
Oil system: S&S
Seat: Danny Gray/Titan
Mirrors: Custom Chrome
Grips: Ness

Forks
Type: 41mm
Builder: Titan
Modifications: Progressive Suspension, chrome-plated lowers

Wheels

Front
Type: Titan
Size: 18-inch
Tire: Dunlop 130/70 x 18
Brake: P.M. 4-piston with 13-inch floating rotor

Rear
Type: Titan
Size: 18-inch
Tire: Dunlop 180/55 x 18
Brake: P.M. 4-piston with 11.5-inch rotor

Photos: Paul Martinez

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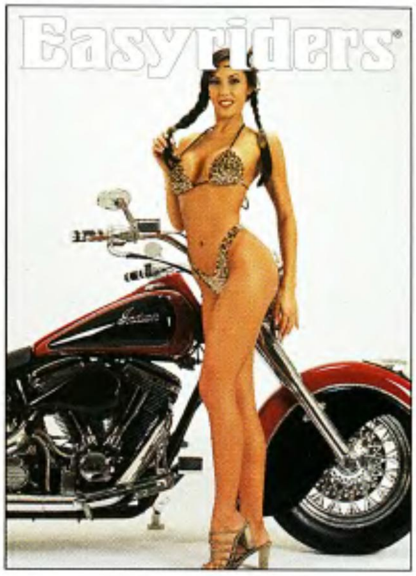
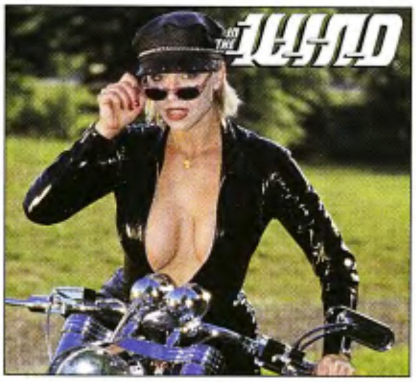
ComingAtYa

Easyriders #310 will proudly feature our first nude *male* centerfold on a Honda 305 Dream, as well as a Knucklehead rat bike that hasn't run since Johnson was president, and a buyer's guide on dental supplies. April Fools! Actually, our April issue is jam packed with such brain-bloating goodies as our *mega* 32-page annual Buyer's Guide to the two-wheeled aftermarket world, a scoop on the new Indian motorcycles, along with *Renegade* star Branscombe Richmond, and all the coverage of the world's largest motorcycle charity event, the Love Ride. Plus check out our Fox Hunt sex fest, the riding and racing stars of NASCAR, part two on building the planet's first Fathead chopper, and more April foolishness than you can twist a grip at.

On sale March 2



The March issue of *Biker* is more fun than a pitbull with a toddler. It's a whole colostomy bag full of biker-style treats, from bad-ass bikes to bare-ass babes. Get one before it's too late. *On sale now*



May's *In The Wind* slams into spring - with page after page of bikers enjoyin' the lifestyle. Packed with your pics of Sturgis '98 and a tantalizing trophy girl, it's a *Wind* ya won't wanna miss. *On sale now*

Get a taste of the good life with the magazine for the discriminating rider. High-class customs, rare antiques, fine ports, art, tours, and much more await you in the April issue of *VQ*. *On sale now*

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